AIR TRANSPORTATION

(REG. U.S. PAT. OFF.)

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE

MAY 1948
Vol. 12 : No. 5

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★ How We Moved the Flying Boat
★ Constitutionally Speaking
★ Good Air Cargo Editorial

Only United Air Freight offers so complete a service!

Freight and express go on every United flight. Giant 4-engine Cargoliners fly regular schedules. The Cargoliner has its own refrigeration system, portable electric winch, and built-in boom. Trained men hustle the shipments to their ground destinations. And one simple bill covers everything.

United's Main Line Airway is the *only* airline that links the cities of the industrial East with those of the Midwest, *all* the Pacific Coast, and Hawaii! That means *direct* service—and *speed!*

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United Air Freight is fully co-ordinated with other forms of transportation and with major ports on both coasts. And it *follows through* with a pick-up and delivery service that means speed on the ground as well as in the air!

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AIR--X--PRESS

A FAMILIAR SPRING SCENE on the downtown streets of Buffalo, New York, are Indians from Western New York reservations, offering freshly cut flowers for sale. But what has often puzzled passers-by as they admired the bright golden daffodils, rich blue iris, and soft pussy willows, is how the native Americans have their flowers in bloom a full three weeks before home gardens begin to blossom. The answer, the Buffalo Evening News found, is Air Express. Wholesale florists bring the flowers into the Buffalo area from warmer states by Air Express and market them to the Senecas. The Indians in turn bring them to the city and so succeed in "pushing Springtime along a little bit."

★ ★ ★

TO MAKE his movie debut memorable, a 20-pound live lobster was air-expressed from Atlantic City, New Jersey to Hollywood recently to appear in a film then in production. The shipment was made by an Atlantic City restaurateur who advised the producer that he'd be happy to serve as technical advisor for the mammoth crustacean's closeups.

★ ★ ★

VISITING CHICAGO RECENTLY, an Atlanta, Georgia matron entered into a discussion with a native of the Windy City over the merits of Georgia watermelons, whether they were in season yet, etc. The best way to convince this doubting Chicagoan, the Atlanta lady reasoned, was to show him and quickly. "Quickly", of course, spelled "Air Express". Returning home, she promptly dispatched a choice melon to the skeptic in Chicago thus convicing him without question that Georgia watermelons have no superior.... Watermelon was in the news down Florida way, too. To help a nationally-known magazine photographer make a publication deadline recently, Air Express service was called upon to speed three baskets of watermelons from Leesburg, Florida to New York City. The mouth-filling fruit was needed for a series of color photos for the food pages of a famous women's magazine.

★ ★ ★

TERMING IT the "miracle of Air Express", a Wisconsin newspaper in a city of 27,000 population told of the arrival of a shipment of department store merchandise from New York City. The package, it was reported, was air-expressed by a New York wholesaler at 5:00 P.M. on a Tuesday afternoon and was delivered by the Air Express Division of REA at 1 1o'clock the following morning. Elapsed time: 18 hours, including an interline transfer at Chicago.

★ ★ ★

WITHIN LESS THAN 48 hours after birth, some 1,500 turkey poults were flown across the country from Lexington, Kentucky to Wichita, Kansas in Air Express service recently. The shipment, packed in 19 containers, was loaded aboard a scheduled airliner at Lexington at 8:10 A.M. on a Wednesday morning and arrived at Wichita at 8:45 A.M. the following morning.

Speed is vital in these businesses

Hotels are big Air Express users—obtain equipment, supplies and fancy foods the fastest way. *Speed pays.*

Idle equipment makes profits vanish. Industry gets replacement parts by Air Express—keeps things rolling! *Speed pays.*

Architects use Air Express regularly for shipping plans and blueprints. In this business, *speed pays.*

Speed pays in your business, too!

Keep your business moving with this speedy, low-cost service. Air Express is the fastest possible way to ship or receive; shipments go on all Scheduled Airlines. Coast to coast overnight! Rates, *including* door-to-door service, are low: 29 lbs. goes 1200 miles for $10.68, 10 lbs. for only $3.84. Use it regularly. Phone local Air Express Division, Railway Express Agency, for fast shipping action.

- Low rates—special pick-up and delivery in principal U.S. towns and cities at no extra cost.
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AIR EXPRESS

GETS THERE FIRST

Rates include pick-up and delivery door to door in all principal towns and cities

AIR EXPRESS, A SERVICE OF RAILWAY EXPRESS AGENCY AND THE

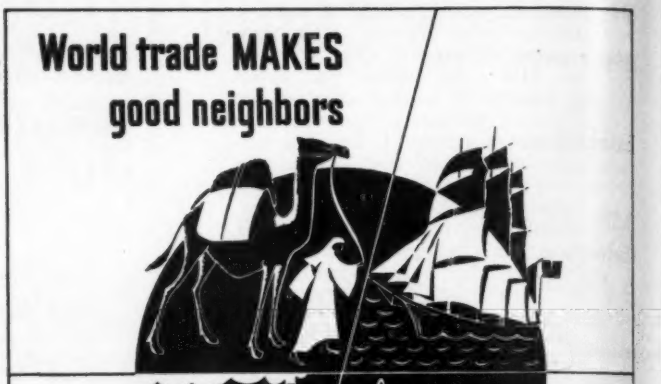
SCHEDULED AIRLINES OF THE U.S.

Shame on You, Gentlemen!

Once a year the Chamber of Commerce of the United States duly recognizes the all-important part played by foreign trade in the economy of our nation by setting aside a seven-day period known as World Trade Week.

So here it is May again—and this year's slogan is: World Trade Makes Good Neighbors. A fetching slogan, that.

This editorial might never have been had not this year's insigne caught our eye. We have inspected the art minutely. We have gone over it square inch by square inch, with the probing eye of one who sees something missing but still cannot believe it. In fact, we have seriously considered calling in a microscope-armed technician to further the project for us.



We have searched and searched, but all we can see are an Arab leading his camel across the sandy stretches of some Middle Eastern desert; a three-masted schooner bound for some foreign port; a barge passing under a railroad trestle; and a mounted Latin American with two burros (or mules or donkeys).

For the life of us, we cannot locate an airplane!

It is possible that we are mistaken, but it seems to us that we have heard something to the effect that the airplane is revolutionizing world trade.

We have been informed by some people that full planeloads of cargoes —think of that!—are flying across all the seas, delivering imports and exports in only a fraction of the time required by those other methods depicted in the insigne.

We are also told that such things as airborne goods are no longer unusual; and that not only have furs and jewels and millinery sprouted wings, but diesel engines and steamship propellers and even cattle are so equipped.

Somebody else has passed along the information that the United States international airlines flew 34,253,100 ton-miles of express and freight last year, as compared with 15,092,127 ton-miles in 1946 and 8,717,511 ton-miles in 1945. (Naturally, these figures do not take into account the record of the irregular air carriers.)

Can it be? Can it really be that there is such a thing as air commerce?

Well, that's what they say. They've even proved it to us. Why, come to think of it, that's what this magazine is all about. So . . .

Shame on you, gentlemen!

—RICHARD MALKIN

AIR TRANSPORTATION

The world's first and only air cargo magazine

Established October, 1942

AIR TRANSPORTATION, published on the 15th of each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, $5.00 for one year, $8.00 for two years, and $11.00 for three years; foreign countries, $6.00 for one year, $10.00 for two years, and $14.00 for three years.

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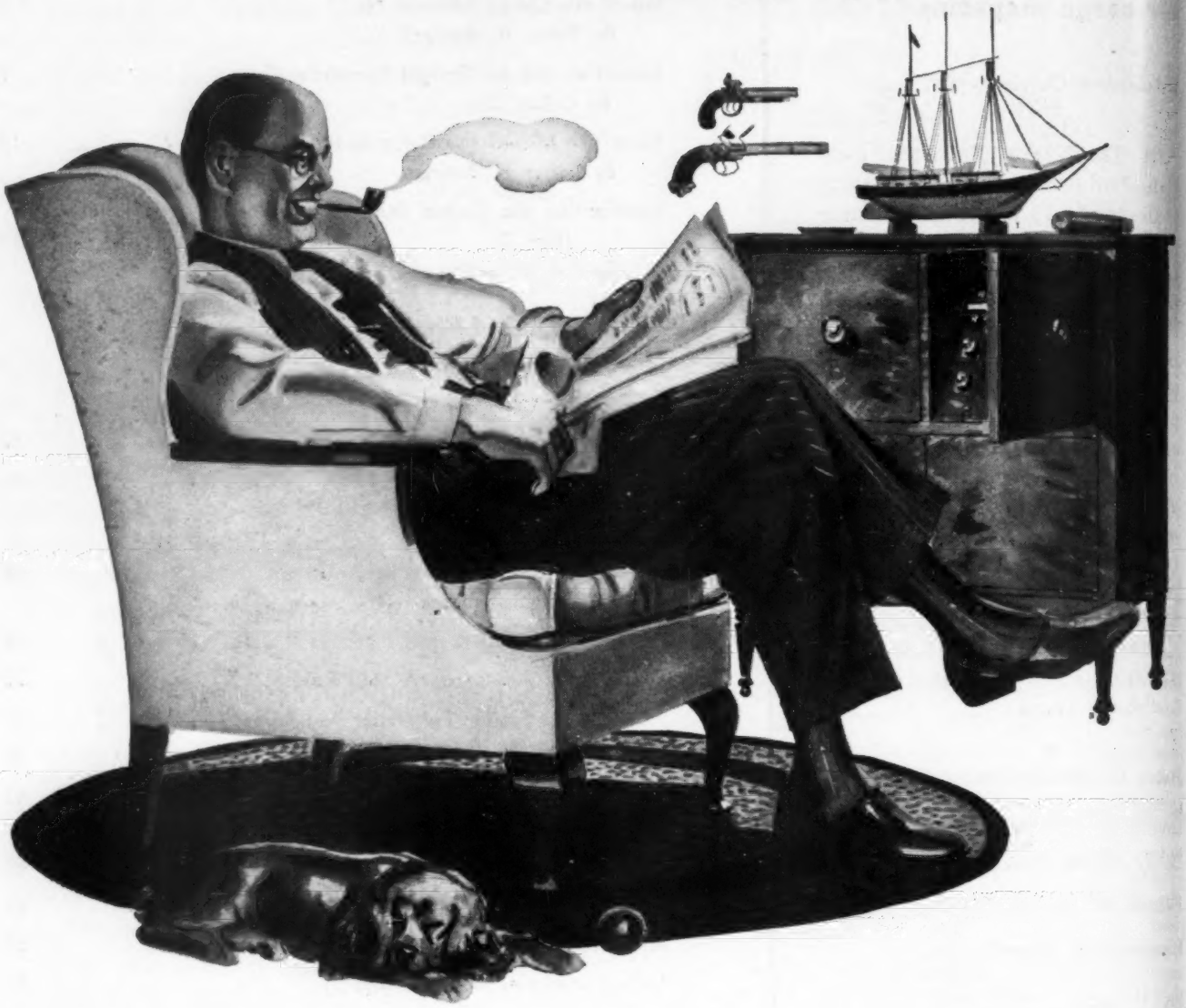
COVER

The world-famous Martin Mars hits the spotlight with two typical cargo scenes. Heavy cargoes don't present any problems at all. Solely a Navy transport, this huge, four-engined flying boat is pointed up as a possible commercial transport in an article appearin this issue.

Works in five states ...home every night



SUPPOSE your business were spread out over Missouri, Illinois, Kansas, Iowa, and Kentucky. Five big states. And suppose you had to travel constantly around that area—like the top men working for the Missouri Insurance Company. Using ordinary transportation, you'd live out of your bag, and see your home once a fortnight, if you were lucky.

President H. G. Zelle and his associates got tired of doing that, so the firm bought a Bonanza. "With it," he says, "we are no more than 2½ hours from our most distant office. Trips formerly requiring several days can be completed in comfort and without fatigue *in one day.*"

Economy? Operating cost as low as 1¢ per passenger mile! Of a recent trip, Mr. Zelle says: "Fare by other means would be about $47 for myself and son. Fuel and oil cost by Bonanza—$6.80."

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BEECHCRAFTS ARE THE AIR FLEET OF AMERICAN BUSINESS

Peter A. Bernacki

Guest Air Cargo Editorial No. 7

By PETER A. BERNACKI

International Freight Forwarder and Broker

Philadelphia, Pennsylvania

AS A RULE, THE EARLY part of each year heralds the entrance of the accountants, armed with their binoculars, for the purpose of not only "inventorying" the values of yesterday's business, but, as well, to draw up a statement charting the flight of the business dollar. Shortly, the documents reflecting their findings will become the subjects of microscopic analysis by their clients, and, of course, they will talk it over. They talk it over in order to chart their course for tomorrow.

So, lest we be out of step, we too, pause in our business of air freight to take inventory — even though it is Spring. We, too, want to talk it over. No gift of clairvoyance exercised at the termination of the war would have hazarded the statement that air freight would have reached the point of development as we see it today. Indeed, air freight is of age. It is on the march.

Our job—yours and mine—is to leave no stone unturned to marshal our every energy to promote practical and efficient development and handling of air freight. The pages of the transportation history of yesterday contain ample nourishment for consumption by the airlines. Let's talk it over. You and I, whose interests are dedicated to development of air freight, cannot sit idly by. We must get in line, and stay in line, so that we may continue to hold a much-needed lifeline for air freight's survival.

First and foremost, it will be appreciated that air freight, aside from carrying sporadic shipments of a strictly emergency nature, is competing ratewise with fast surface transportation in order to capture the routine flow of wide-marginal higher priced goods so as to assure itself of a steady stream of traffic. This is well within its grasp. While rail express rates have risen as much as 35 percent from late 1946, air cargo rates have taken a sharp drop. For example, the rail express rate from Philadelphia to Los Angeles is $15.18 per hundred pounds whereas the air freight rate over the all-cargo lines is now $15.50 door-to-door, with still lower rates for greater volumes. This differential could quickly be absorbed upon the placing into commercial operation of an all-cargo plane specifically designed for the carriage of cargo to replace the converted passenger planes with their higher per ton-mile cost of operation. Cargoplanes in the blueprint stage can be operated at a direct cost of from four to six cents per ton-mile. This compares with the present rock-bottom rate of approximately 12 cents. The responsibility for the planning, financing, and production of all-cargo planes is jointly held by the airlines and the Federal Government because of the policy of the Congress as announced through its approval of appropriate legislation.

Service-wise, the airlines have failed to reach the mature position and objectives which 2½ years of accelerated air-freight operations should have brought. *The shipping public is not interested in "aviation". It is interested in "transportation".*

In attempting to promote air freight a great deal of valuable time has been wasted in attempting to foist upon the shippers the dubious glamours of aviation as an inadequate selling substitute for the recognized principles of sound transportation economics. At the executive level the failure of the scheduled airlines to recognize and encourage the efforts of the freight forwarders has been to fly in the face of tradition and experience.

The airline is the servant of the shipping public, whose needs are paramount. What is good for the public is good for the airlines. Inadequate ground-handling facilities have damaged the cause of air freight more than any other factor. Shippers who pay a premium rate for air transportation do so in order to gain despatch. Often slow pickups, delays in loading at the airport—as much as three or four days—misrouting of shipments, off-loading at way points, and tardy deliveries cause transit time to exceed that of surface transportation. As a result, air freight loses another potential friend.

Directly concerned with this situation is the serious question of poorly-trained and, too frequently, disinterested ground personnel. Department heads would do well to inaugurate a system of training and attempt to instill in their personnel a feeling of some pride in their accomplishments in order to effect a rapprochement between the shippers and the carriers. The brunt of the public relations task is borne by a contact man, and a poorly-informed or apathetic employee in one brief moment alienates the affections of a shipper who has been ardently wooed for months at considerable expense.

(Concluded on Page 46)

Report on the Air Freight Forwarder Case

By J. EARL COX

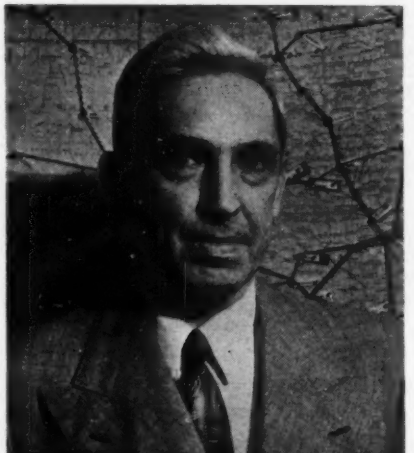
Examiner, Civil Aeronautics Board

The long-awaited Cox report on the Air Freight Forwarder Case is of the utmost significance to the future of the air cargo industry. Here, in detail, are the important conclusions.

THIS proceeding is unique in that heretofore in approaching the basic questions involved in the regulation of carriers, direct or indirect, the regulatory administrative agency has dealt with established functioning organizations and the broad plan for the regulation has been specified by statute. That was true with regard to the water carriers, the rail carriers, the motor carriers, the direct air carriers, and the sufrace forwarders.

In this proceeding the Civil Aeronautics Board is called upon, first, to determine whether freight forwarders should be permitted to function as indirect air carriers and so engage in air transportation, and, second, to adopt measures for regulating the incipient air freight forwarding industry, if authorized. Limited empirical data are available because the air freight forwarders have not yet been in operation, and the Civil Aeronautics Act contains no section comparable to Part IV of the Interstate Commerce Act, makes no reference to air freight forwarders as such, and refers to indirect air carriers only in general terminology.

As to REA (Railway Express Agency), the situation is somewhat different. REA has been functioning under a temporary exemption order issued by the Board following a finding that its air carrier operations are in the public interest and statistics are available as to the results of its operations.



J. Earl Cox

There has been no substantive change in REA's air express operations since the Board made its findings at the time it issued the exemption order, nor has there been any material change in the relationship between REA and the air carriers. Accordingly, any facts that would warrant a different finding at this time, that is, a finding that REA's operations are not in the public interest, would be of an adjective nature relating to the manner in which REA has provided the services contemplated by its agreement with the carriers.

However, REA requests not only a continuance of its present authorization but it asks also for authorization on a permanent basis and requests an extension or enlargement of its operating authority in two respects. First, it seeks to have an authorization under which it may be able to handle all types of air cargo without limitation. Through this request, it hopes to render air freight service similar to the air express service to which it is now exclusively restricted. Second, it seeks authorization to operate as an air freight forwarder and to engage in the air transportation of property as an indirect air carrier under the broad rules which will be applicable to air freight forwarders generally and not under contractual relationships with the air carriers. As to all of these operations, REA requests the Board to grant it permanent authorization either through the issuance of a certificate of public convenience and necessity or under an appropriate exemption order.

As to both REA and the forwarders, the public need is of primary and fundamental importance. Whether that need is defined as public interest or whether it is included in the concept of public convenience and necessity, the issue is the same. There may be some slight gradation of the

amount of proof required under the two concepts but for this proceeding no distinction need be made.

The free play of economic forces brought the freight forwarders into existence and they have grown because they have rendered a service which the shipping public made use of and for which it was willing to pay. In railroad transportation and in motor transportation a need for the freight forwarder services has been demonstrated by the very fact of their establishment and survival. It is reasonable to conclude that had economic forces been given similar free play, a need for the freight forwarders in air transportation would have been demonstrated in the same practical manner.

To a limited extent freight forwarders are already operating in air transportation. A very few appear to be operating in disregard of the Civil Aeronautics Act and the Board's regulations. Others conduct their business under agency or contract arrangements, which do not permit them to render the full freight forwarder service. Every applicant who has engaged in any air freight forwarder operations has insisted that all the stronger because of the barriers which lay in the path of this development.

The forwarder has always been subject to open and active competition and if authorization is granted by the Board the competitive aspect will continue to be an important factor in controlling forwarder operations. The forwarder must ship his cargo at rates specified by the tariffs of the underlying carriers. Based on these tariffs, he must evolve and publish tariffs of his own setting out the rates at which he is willing to serve the public. These tariffs are subject to the scrutiny of the forwarder's customers and if the differential between his and the underlying carrier's rates is too great, his customers will transfer their business to the direct carriers. In addition there is competition among the forwarders themselves. The fact that in this proceeding there are 78 applicants, many of whom have substantial finances with large organizations and ample facilities, is assurance that in air freight forwarding there will be the same type of active competition as has existed in the surface field where more than 100 forwarders are operating under permits from the Interstate Commerce Commission.

The public interest in and need for the services of the air freight forwarders is established by the public witnesses who appeared in this case — witnesses representing outstanding business organizations and associations of commerce. **(See March, 1947 A.T.)** The need for the freight forwarders is confirmed by the testimony of the all-cargo direct carriers. The amount of cargo now moving by air and the untouched potential is sufficient to justify their existence. The certificated carriers alone express a contrary view. An examination of the position of the certificated carriers shows that they fear that the freight forwarders will bring over to air transportation some of the objectionable practices which developed in the surface transportation field prior to the passage of Part IV of the Interstate Commerce Act and many of them prior to the passage of the Motor Carrier Act in 1935. The questionable relationships between the forwarders and the railroads were the subject of the Freight Forwarder Investigation, supra, instituted in 1936 by the Interstate Commerce Commission. Those between the forwarders and the motor carriers are the subject of a pending proceeding.

As a result of action taken by the Interstate Commerce Commission the evils which had developed in connection with the rail activities of the forwarders have been eliminated. The forwarders claim the contracts which they entered into with the motor carriers for rates lower than those offered the public are justified by services which the forwarders perform for the motor carriers, such as the loading and unloading of motor trucks and trailers, thus enabling the motor carrier to give expedited services between major cities by confining his activities to the transporting of these loaded trucks and trailers. The Interstate Commerce Commission has not yet reached a decision in this proceeding but the facts are before it and there is no doubt but that any evils that are found to exist will be stopped. Regulation now fully established under Part IV of the Interstate Commerce Act is assurance that no new evils or abuses will arise or if they do arise that they will not be perfitted to continue to exist in the surface field.

Since the inauguration and the development of air freight forwarding, if authorized, will be strictly under the supervision of the Civil Aeronautics Board and subject to regulation from its initiation, it is not likely that any of the evils which the certified carriers fear will ever develop. The Civil Aeronautics Board will not be derelict in its duty. It should be noted also that none of the evils referred to in surface transportation could have existed without the active participation of the underlying carriers and similar evils in air transportation would require the cooperative support of the direct air carriers. The fear of these evils expressed by the certificated air carriers therefore is entirely without foundation. (Continued on Page 34)

"The free play of economic forces brought the freight forwarders into existence and they have grown because they have rendered a service which the shipping public made use of and for which it was willing to pay. In railroad transportation and in motor transportation a need for the freight forwarder services has been demonstrated by the very fact of their establishment and survival. It is reasonable to conclude that had economic forces been given a similar free play, a need for the freight forwarder in air transportation would have been demonstrated in the same practical manner."

because he was unable to render the full service he has been unable to fulfill the needs of the shipping public and that the measure of his partial success is not to be taken as a criterion of the possibilities which would follow authorization by the Board.

The very existence of these operations under handicaps constitutes some proof that air freight forwarder services will fill a transportation need and that there is a public demand for such services. In acknowledging the existence of these operations and in drawing these conclusions, there is no inclination to reward those who have violated the Act and questions of penalty for past violations of law are not within the scope of this proceeding. It is only noted here that some forwarder services, legal or otherwise, have been accepted by the public with some degree of favor. The fact that these services have been inhibited, restricted, or prohibited by law constitutes evidence of public demand which is

CARGO TRAIN filled wtih Mars-transported freight leaving dock for terminal

Have We Missed the Flying Boat?

By EDGAR H. BAUMAN
Field Correspondent
AIR TRANSPORTATION

They asked the author overseas how the United States was faring with flying boats as cargo carriers and the result is this article which tells quite a bit.

"HOW do your people feel about the use of flying boats for hauling air cargo?"

The question made sense! It should be noted that the query was tossed at this writer three different times—in three widely separated parts of the world. You'd almost expect it to be asked in air-cargo-conscious United States, but it wasn't. The author heard it in Bermuda, Newfoundland, and Norway.

It was interesting, though, because before he left New York for a survey of aviation matters in the Scandinavian countries, he had discussed the subject several times in connection with the possible comeback of flying boats. Rear Admiral J. W. Reeves, Jr., then commander of the now sadly depleted Naval Air Transport Service, was using them very successfully in daily flights between the mainland and Hawaii.

The writer had spoken to Capt. C. "Dutch" Schildhauer about them — but then Dutch is biased! He feels about his flying boats much the same as Admiral Charles Rosendahl feels about his lighter-than-air craft. Both have been struggling long and valiantly with what appeared to be lost causes, but at this writing it seems that Dutch has a fair chance at success.

The British believe firmly in the flying boat. True, they're regarding it more from the passenger angle, but having flown several times in the old Boeing 314s (used until recently by BOAC), it was easy to envision ripping out the seats and other passenger conveniences. What have we? —a very spacious aerial freight car. Their record is unique when you consider that BOAC's three flying boats, (the Berwick, Bangor, and Bristol) were in hard service for six years (including the war years!) during which time they crossed and recrossed the ocean nearly 600 times while piling up the amazing total of over 47 billion miles!

The Martin Mars

The writer has flown in nearly everything that can land on and take off the water's surface . . . everything from Edo-equipped Piper Cubs, through the Republic Seabee, the Grumman Widgeon and Mallard, right on up through and including the Martin JRM — the Mars. Fun is fun—but what about something as big as the Mars? Big enough to carry a healthy payload? Something terribly big—but which can nevertheless use the greater part of the earth's surface as a "landing field?"

At this writing Howard Hughes has been so secretive about his "Flying Lumberyard" that we must of necessity use the Martin Mars as the basis of comparison. The Navy has four of them making daily trips between the mainland and Hawaii. Over and back—day in, day out. Never a serious breakdown—carrying slightly better than three times the capacity of the R5D (Navy designation for the Douglas DC-4). This correspondent has flown in the venerable Boeing 314s, and in an English Sandringham while in Norway last Fall, but before coming to definite conclusions we wanted to fly in the Mars.

We did!

Your impression of this huge flying boat is likely to be the same as the farmer who saw a giraffe for the first time and said, "There ain't no sech thing!" If you didn't see the wings, engines, and wing floats you could easily feel that you're

boarding a small freight steamer. Doorways are huge—a small electric crane picks up cargo on the wharf, lifts it into the hold (lower deck) where it is quickly stowed, and tied down in orderly fashion. When the plane has been fully loaded, the crane is neatly tucked away, the doors close, and when everything is shipshape, you start to taxi out. Without perceptible effort you're off the water in no time, and climbing fast.

It's quite an experience wandering around this aerial sky truck. This particular plane was designed to carry cargo. True, sometimes it was a human cargo—oft-times during the war, as many as 100 litter cases at a time. But it isn't possible to realize the size of this plane without having flown in it. You get the impression that there isn't a reasonable item of air cargo that couldn't be flown anywhere in this huge flying boat.

More Powerful JRM

All right—the writer will admit that the flying boats are perhaps a little slower than a similarly sized landplane, but that won't be for long because a 5th JRM is now at Patuxent, Maryland, where the Navy is installing more powerful engines. With them, it is expected that the time differential will be entirely eliminated.

Too much space will not be devoted here to the military practicability of a flying boat, but it almost goes without saying that in case of war you can start using them on a moment's notice without having to hold them in check until the Seabees go in and build a landing strip.

It might be a good idea for some commercial transport operator in the international field to use waterborne aircraft so that such an operation would be immediately available in any possible overseas military campaign (much like the domestic airlines which took over and became indespensible to the Government directly after the outbreak of World War II).

It was the considered opinion of the President's Air Policy Board, as well as of the Congressional Air Policy Board, that the Naval Air Transport Service, although stripped of most of its equipment and personnel by the now functioning MATS (Military Air Transport System), be specifically directed to keep, maintain, and experiment further with its flying boats.

The four Mars operated by the Navy over the Pacific and carrying

huge cargo loads for more than 14,000 flight hours have had a perfect record. No fatalities, no injuries. During 1947 they had an almost 100 percent record of schedule miles completed! The utilization per day was the highest of all types of air transportation in operation by the NATS.

Somewhere down around here, we're bound to hear someone say, "That's all just ducky, but what about cost of operation?"

Well, based on an exhibit presented by the chairman of the Civil Aeronautics Board to the President's Air Policy Commission, the Navy estimates total operating costs at approximately $5.00 per mile for the Constitution (a land plane) on the basis of its cost accounting system, as against only $4.45 for the Mars. On a 2,400-mile trip the payload for the Constitution is 25,000 pounds, while for the Mars, it is 33,000 pounds. The cost per ton-mile for the giant landplane is 40 cents, and for the flying boat it is 26.6 cents.

Flying boats for commercial operation as cargo carriers seem a reasonable bet for the future. With safe landing surfaces over a large portion of the routes they cover, they present a sense of added security for crew and operators with those vast landing areas. When, and if, the flying boat carries limited "human cargo" — as freight steamers do — the passengers will certainly appreciate that added margin. (The emergency ocean landing of the Bermuda Queen last year was a definite case in point.) This limited passenger business will be ideal for the type

(Continued on Page 32)

Cargo on your mind? Have a quick look-in on the Mars' accommodations for freight.

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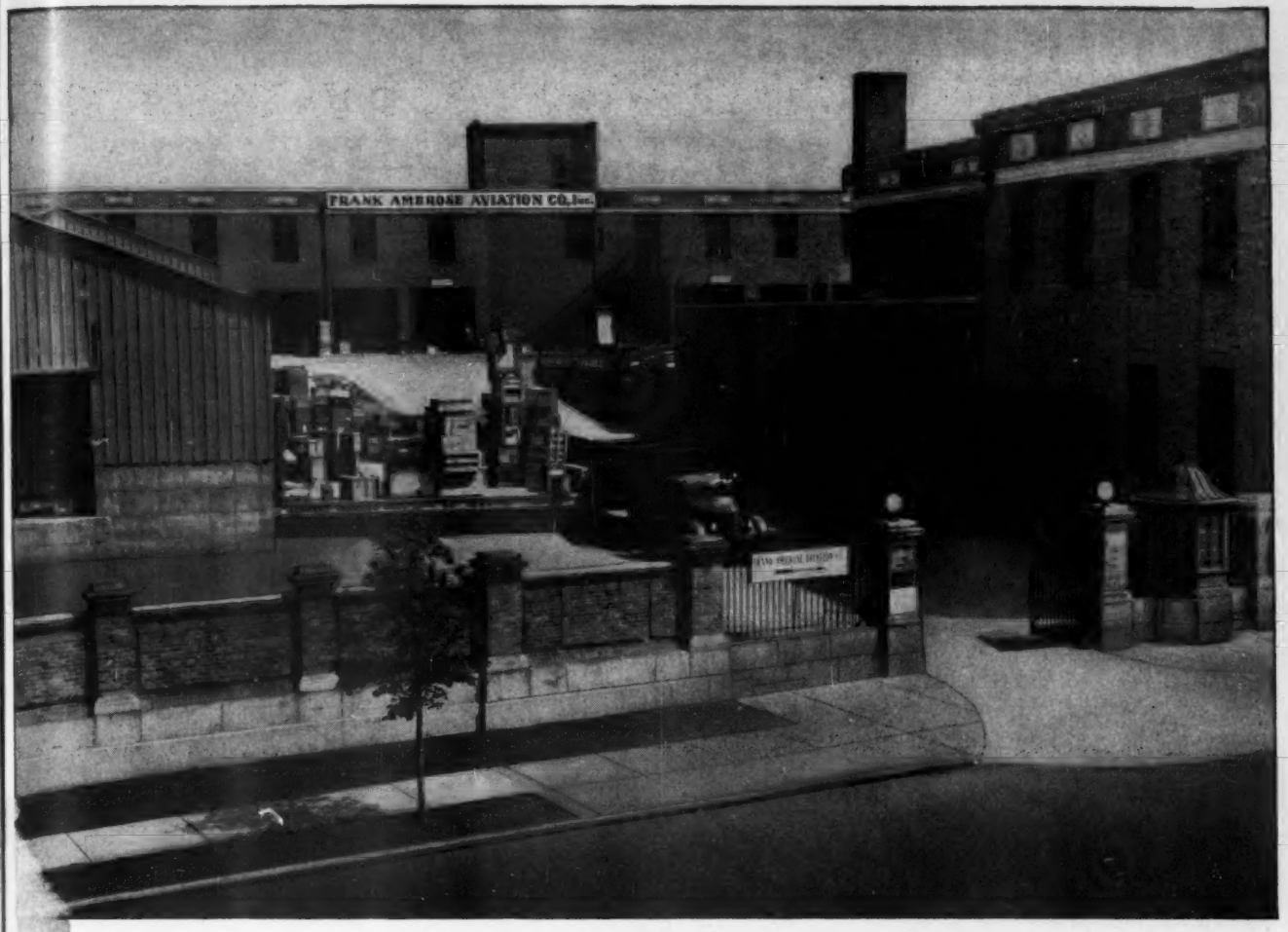

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SPOTLIGHTING THE UNITED STATES - CANADA AIR CARGO POTENTIAL PART 2

By P. L. BREAKIRON and R. W. HOECKER

Last month we discussed the St. Lawrence and Maritime industrial air freight areas. This month, the two-part article is completed with studies of the Winnipeg and Vancouver industrial air freight areas. The authors, two former transportation economists for the United States Department of Agriculture, produced this exceptional work on special assignment by the Fairchild Engine and Airplane Company.

The Winnipeg Air Freight Area, as the name implies, is centered around the city of Winnipeg in the middle western Province of Manitoba. In general, the Winnipeg Air Freight Area is considerably smaller than the other air freight areas of Canada and is unique to the extent that it is centered in and includes only a relatively small area in the immediate vicinity of one city. Not only is it the smallest air freight area from the standpoint of size but it is also the smallest from the standpoint of the air freight potential available in the area's import and export trade with the United States and other countries or trading areas of the Western Hemisphere.

Winnipeg is the Chicago of the Canadian midwest. It is an important financial, trade, and transportation center at the eastern edge of the extensive grain-producing regions of Manitoba and Saskatchewan. Consequently, the economy of the Winnipeg Area is based largely upon the agriculture of the prairie region. Wheat is by far the most important agricultural commodity produced in this area, with small grains and livestock of lesser importance. These relatively bulky, less perishable commodities are not considered, in the usual sense of the phrase, as being air candidates. Most of the manufacturing in this area is confined to the processing of bulky agricultural raw materials and to the production of goods that are consumed locally. Neither of these is a source for the exportation of air freight.

Certain kinds of fruits and vegetables are the most important class of air candidates imported into the Winnipeg Air Freight Area in volume from the United States and some Latin American points. A study of the marketing of fruits and vegetables in the Winnipeg Area conducted by the Manitoba and Dominion Departments of Agriculture in 1945 and 1946 revealed that in the one year from August 1, 1944, to July 31, 1945, the United States supplied 29 per cent of the total volume and 47 per cent of the value of these commodities marketed in the greater Winnipeg Area. This study further revealed that California was the largest single supplier from "south of the border," followed by the States of Texas, Florida, and Washington, in that order. It was also found in this study that Winnipeg served as a redistribution point for fruits and vegetables to 519 other towns and cities as far west as Edmonton, Alberta, and as far east as Fort William, Ontario.

Data for 1946 regarding the receipts in Winnipeg of selected fruits and vegetables from non-Canadian sources are as follows:

Grapes	70 carloads
Tomatoes	237 carloads
Cauliflower	34 carloads
Celery	87 carloads
Lettuce	177 carloads
Spinach	9 carloads
Pineapples	10 carloads
Radishes	1 carload
Strawberries	5 carloads
Asparagus	4 carloads
Cucumbers	25 carloads
Peas	4 carloads
Cantaloups	25 carloads
Peaches	73 carloads
Plums	21 carloads
Apricots	24 carloads
Sweet corn	5 carloads
Plums and prunes	20 carloads
Tangerines	14 carloads
Brussel sprouts	1 carload

The seasonal distribution and source of supply of the unloads is rather similar to that of unloads for cities in the St. Lawrence Air Freight Area. A considerable quantity of extremely perishable items, such as tomatoes, grapes,

Single-engined, float-equipped plane taking on cargo at Edmonton. Such aircraft are important feeders between trunk lines and the bush country.

ABOVE: This old-timer in the service of Canadian Pacific Airlines is doing top-notch work in the western mining country near Kenora. Such scenes are not unusual.

●

RIGHT: Today all sorts of animals are being air-shipped in comfort and style. Was a time when horses, flown from one Canadian point to another, were strapped flat.

and lettuce, originate at points at a relatively great distance from the city. *Thus, the advantage in the matter of time-saving in moving these commodities from the distant producing areas to Winnipeg offered by air transportation will provide a valuable means of retaining more of the original quality of these products for the Canadian consumers.* Although the total volume of fresh fruits and vegetables imported into the Winnipeg Air Freight Area is considerably smaller than the volume imported into the St. Lawrence Air Freight Area from the southern and southwestern portion of the United States and Latin America, there is still a fairly sizable air freight potential involved in this movement.

As the Winnipeg Air Freight Area is farther removed from the industrial northeastern part of the United States than the St. Lawrence Air Freight Area, it is probable that a greater proportion of this area's imports of high-grade industrial products from the United States could move by air freight. The total volume of freight involved in this movement, however, is not likely to be large, because of the relatively small population and limited purchasing power of the area. As in the case of the St. Lawrence and Maritime Air Freight Area, there is also here the problem of integrating or coordinating this movement of industrial commodities from the northeastern section of the United States with the movement of fruits and vegetables from the southern and southwestern parts of this country in such a way that the flow of one type of traffic could be used to supplement the other.

Difficult Problem

The problem involved in air freight service between Winnipeg and certain points in the United States and Latin America will probably be more difficult and complicated than those involved in service to and from the St. Lawrence and Maritime Areas. This situation is due principally to the fact that the agriculture of the prairie region is devoted almost entirely to the production of bulky, relatively imperishable commodities which are not suitable air candidates, while what little manufacturing there is in this area is restricted to the processing of these commodities and to the production of goods for local consumption.

Odd as it may seem, since one does not commonly associate this inland area with the fishing industry, fish is the only commodity available in fairly large quantities for export by air freight to the United States. The nearby cold-water lakes of Winnipeg and Manitoba produce fish reported to be of firmness and flavor not found in warmer waters. The fishing industry in this area has an annual output of several million pounds and provides a livelihood for about 6000 men. Whitefish is the leading commercial variety from the standpoint of volume and value. Other varieties, including pike, pickerel, lake trout, and lake herring, are also important.

In 1939, Canada shipped 4.2 million dollars worth of fresh-water fish to the United States, of which 1.4 million dollars worth was whitefish. By 1943, total exports of fresh-water fish had risen to 9.8 million dollars, of which 3.4 million dollars worth, weighing 23.8 million pounds, was whitefish. A large part of this catch, particularly that of whitefish, is marketed at such distant points as Chicago and New York in both fresh and frozen form. *In view of the extreme perishability of this commodity and the sizable volume involved in this movement, it may be concluded that a substantial part of the exports of these fish from the Winnipeg Area to the United States may be profitably carried on one part of the southbound haul.* In this case, shipments of fish handled in hauls to such points as Chicago, Cleveland, or St. Louis could be exchanged for air freight shipments of industrial products to the perishable producing areas of Florida, Texas, and California for consumption in these areas or for export.

Fur Marketing

A large part of the production of furs in the midwestern and northwestern parts of Canada is normally marketed through Winnipeg where a Spring fur auction is held each year. Some of these pelts are processed in Winnipeg while the remainder are exported as raw furs to other parts of Canada and to the United States for processing and manufacturing into fur garments. An appreciable part of that portion of the Winnipeg Area's production of both raw and processed furs normally exported to the United States probably could be used at certain times of the year to supplement shipments of fresh-water fish from this area to the United States. As most of these furs would probably be destined for such United States cities as Chicago and New York, this traffic would fit well into the pattern of south-bound operation established for the handling of fish. The total air freight potential of this movement of furs to the United States, however, is not large, and the traffic, especially in raw furs, is highly seasonal in character, as most shipments probably would be made immediately after the fur auctions each Spring.

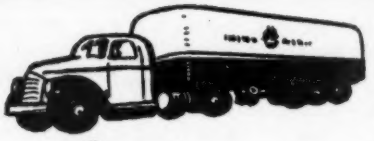
The Vancouver Air Freight Area is similar to the Winnipeg Air Freight Area in that, for the most part, it is centered in the metropolitan area of one large city. About three-fourths of the population of the Province of British Columbia lives within a 125-mile radius of Vancouver.

Generally speaking, there is a rather high degree of diversification of agriculture in southern British Columbia. Dairying, mixed farming, and vegetable production are predominant in the immediate vicinity of Vancouver and are used principally to supply local requirements, so only a little is available for export. Farther inland in some of the fertile river valleys are fruit-growing areas which produce some of the highest quality deciduous fruit in Canada. In 1943, British Columbia led all other Canadian provinces in producing and marketing more than 30 million dollars worth of fruit. A large part of this

(Continued on Page 44)

Transportation by

MOTOR



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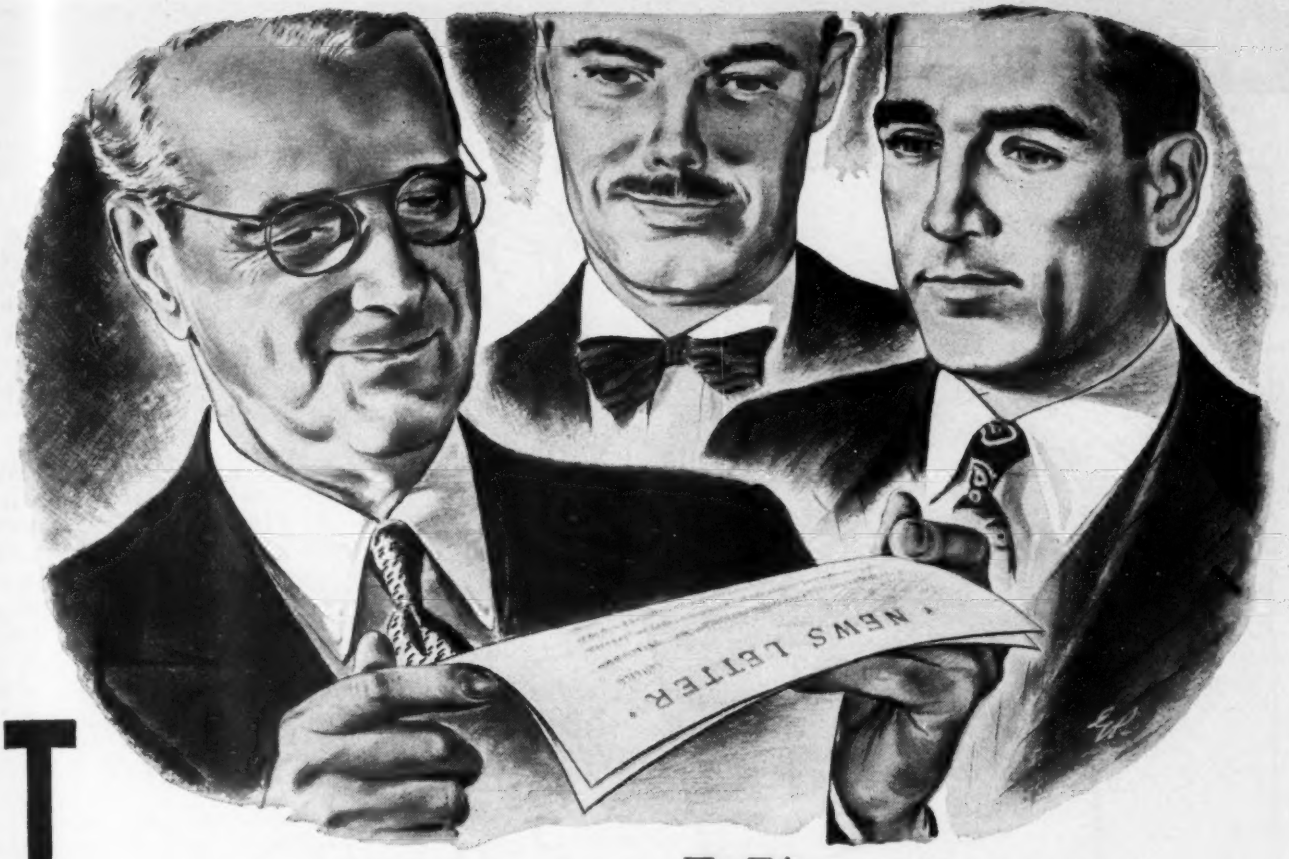

The case of airline Y*

Makes Good Reading for Cost-Conscious Executives Concerned With the Problems of Tomorrow

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Additional Facts . . . Airline Y, a South American line, flew one Martin 2-0-2 *over the Andes 74 times* in less than four months of operation. The present schedule calls for flights of approximately 3150 and 1600 miles on alternate days . . . with a full payload; *36 passengers on the 2-0-2* as compared to *21 passengers on a prewar plane*. Average use on the 2-0-2 has been about eight hours a day . . . a remarkable record since this airline does no night flying and seldom flies on Sunday. The Martin 2-0-2 has been crossing the Andes *when no other airplane could get across* . . . flying at 26,000 feet, over the top of the highest peaks and bad weather in the passes.

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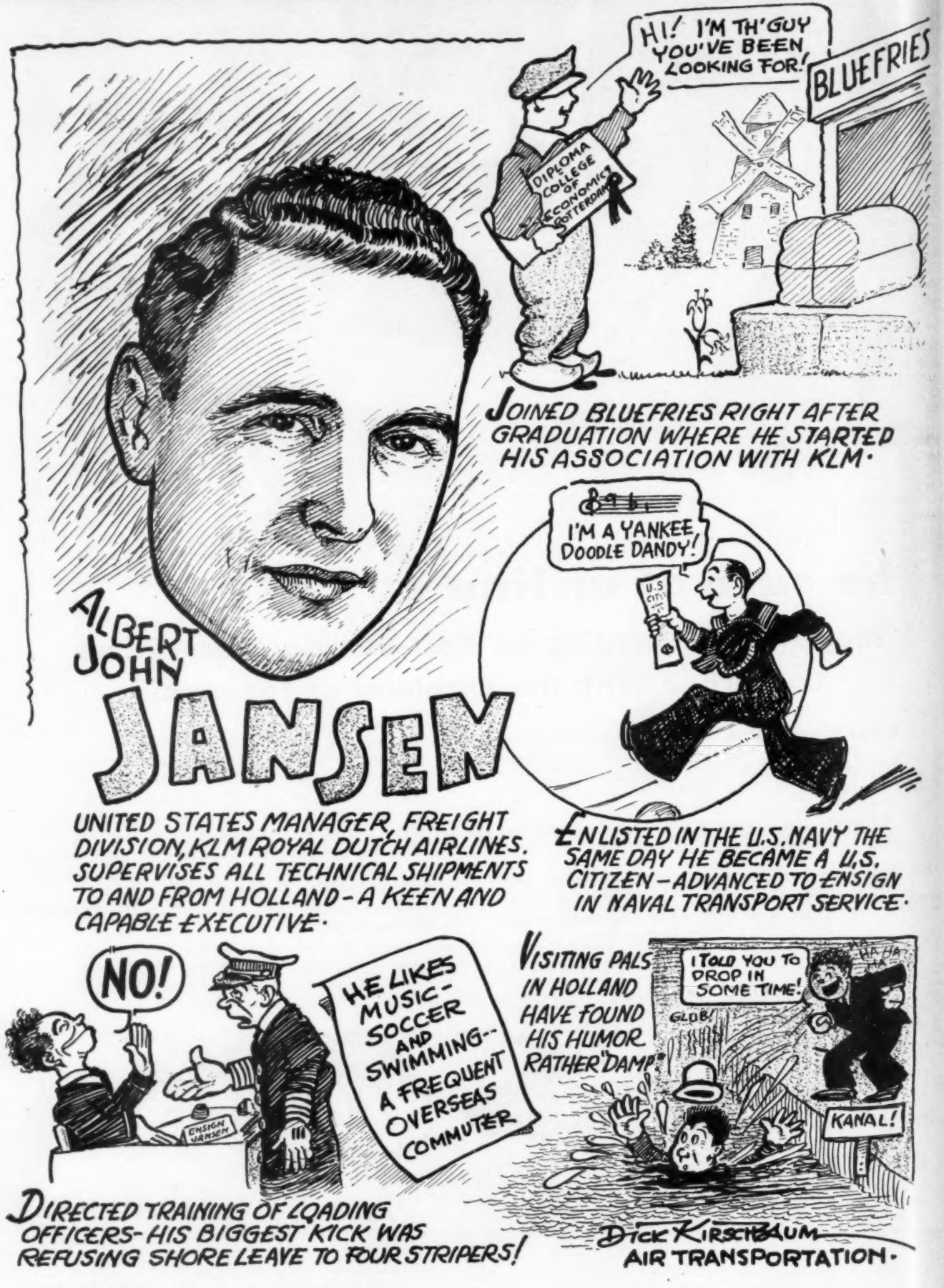
* Did you miss "The Case of Airline X"? We'll be happy to send you a copy.

AIR CARGO PROFILES . . .


HI! I'M TH'GUY YOU'VE BEEN LOOKING FOR!
BLUEFRIES
DIPLOMA COLLEGE OF ECONOMICS ROTTERDAM
JOINED BLUEFRIES RIGHT AFTER GRADUATION WHERE HE STARTED HIS ASSOCIATION WITH KLM.
ALBERT JOHN
JANSEN
I'M A YANKEE DOODLE DANDY!
U.S CITI
UNITED STATES MANAGER, FREIGHT DIVISION, KLM ROYAL DUTCH AIRLINES. SUPERVISES ALL TECHNICAL SHIPMENTS TO AND FROM HOLLAND - A KEEN AND CAPABLE EXECUTIVE.
ENLISTED IN THE U.S. NAVY THE SAME DAY HE BECAME A U.S. CITIZEN - ADVANCED TO ENSIGN IN NAVAL TRANSPORT SERVICE.
NO!
ENSIGN JANSEN
HE LIKES MUSIC - SOCCER AND SWIMMING -- A FREQUENT OVERSEAS COMMUTER
VISITING PALS IN HOLLAND HAVE FOUND HIS HUMOR RATHER "DAMP"
I TOLD YOU TO DROP IN SOME TIME!
HA HA HA
GLOB!
KANAL!
DIRECTED TRAINING OF LOADING OFFICERS - HIS BIGGEST KICK WAS REFUSING SHORE LEAVE TO FOUR STRIPERS!
DICK KIRSCHBAUM
AIR TRANSPORTATION.

(REG. U. S. PAT. OFF.)

For a while it looked as though the Railway Express Agency was going to be out of the international air shipping picture, but REA has snapped right back with an arrangement with Colonial Airlines which opens up its air express service to Europe, Asia, Africa, and East Coast countries in South America. **(See January, 1948 A.T.)** Colonial is picking up cargo at New York and Washington and flying it down to Bermuda where it is transshipped via Trans Caribbean Air Cargo Lines, Compania Cubana de Aviacion, Aerovias Guest, and British South American Airways. This pact has permitted REA to enlarge its service to Central and South America, Australia, Alaska, and Cuba. (Service to these areas were not affected when IATA-member airlines terminated their REA contracts March 1. Operating agreements with Australian National Airways, Chicago and Southern, TACA Airways, and Peruvian International Airways are still in effect.) Colonial flies daily between New York and Bermuda.

REA reports a 11.6 percent gain in air express shipments handled on domestic routes during the first quarter of 1948. An estimated total of 977,858 shipments were dispatched as against 875,653 in the January-March, 1947 period.

* * * * *

Many an eyebrow was raised at the Wings Club in New York several weeks ago when Dr. Albert Plesman, president and a director of KLM Royal Dutch Airlines, told a group of aviation writers that his line didn't anticipate any spectacular air cargo development; that, in fact, he didn't expect its cargo business to go beyond 15 percent of KLM's total payload by the time 1960 rolls around. KLM figures that its current cargo business is seven percent of the total payload.

AIR TRANSPORTATION, of course, does not agree with Dr. Plesman, and, we suspect, neither do more than a few of KLM's traffic men. Best proof of this is the Dutch airline's new supair cargo service which is one of the best ideas to come out of a cargoman's brain in many a month. **(Read Hiya, Supair Cargo in this issue.)**

* * * * *

The post office has announced that the weight of customs declarations and other postal forms will not be included with the weight of the parcel in determining the amount of postage required on international air parcel post. Patrons have advised that the international air parcel post service includes parcels addressed to the following places.

(1) Parcels addressed to Faroe Islands will be given air service to Denmark if prepaid the proper air parcel rate for Denmark. However, the air parcel service is not available for parcels addressed to Greenland.

(2) Parcels addressed to Crete and the Dodecanese Islands will be given air service to Greece if prepaid the proper air parcel rate for Greece.

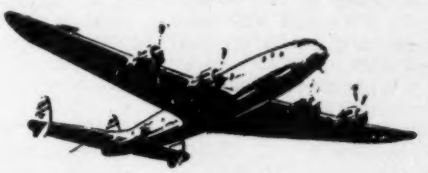
(3) Parcels addressed to Labrador will be given air service to Newfoundland if prepaid the proper air parcel rate for Newfoundalnd.

(4) Parcels addressed to Spitzbergen will be given air service to Norway if prepaid the proper air parcel rate for Norway.

(5) Parcels addressed to Leichtenstein will be given air service to Switzerland if prepaid the proper air parcel rate for Switzerland.

(6) Parcels addressed to the Provinces of Cape of Good Hope, Natal (including Zululand and Amatongaland), Orange Free State, and Transvaal; also British Bechuland, will be given air service to the Union of South Africa if prepaid the proper air parcel rate for South Africa. However, air parcel service is not available for parcels addressed to Rhodesia (Northern and Southern), Nyasaland Protectorate, or South-West Africa.

In the case of air parcels for the above destinations, air service is provided only to an exchange office in the country for which air postage is paid. For example, air parcels for Leichtenstein are forwarded by air to Geneva, Switzerland, thence to destination by surface transportation.



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K·L·M
ROYAL DUTCH AIRLINES

Although the Post Office Department announced last month that air mail service to Palestine (Lydda Airport) had been suspended because "there was no personnel at this field to handle distribution and other incoming mail operations," Palestine Emergency Deliveries, Inc., has arranged a special air mail service to the State of Israel via chartered planes. This interim service, which will be available until normal postal routes are reopened, will operate a minimum of one and a maximum of three planes a week. Rates for the service are 25 cents per half-ounce in addition to the regular United States air mail charge of 25 cents per half-ounce. All mail will be cancelled at Palestine Emergency Deliveries' headquarters, 16 East 66 Street, New York. Letters should be sent enclosed in another envelope containing the service fee.

Civil air mail service between the United States and Germany was reopened this month. Rate is 15 cents per half-ounce. The service out of Germany is restricted to approved German air letter sheets. The German sender must have two international reply coupons sent to him from the United States in order to obtain these sheets. Such coupons may be purchased at any United States post office. Price: nine cents each. Writers of business letters from Germany are exempted from the coupon regulations. For such letters they may buy regular German postage, but each letter is limited to 3½ ounces.

Books and other printed matter may now be sent to Japan.

* * * * *

Eight weeks of study in the foreign capitals served by TWA has convinced S. E. Russ, cargo sales manager, that American know-how in air cargo handling and procedures is what the airlines of Europe and the Middle East want to absorb. As Russ puts it, "it is the direct responsibility of United States flag international airlines to develop this modern type of international commerce by the kind of on-the-scene assistance which is most effective." TWA, he says, is taking the initiative in this kind of educational effort. This includes improved cargo handling, higher standards for overseas cartage and clearance agencies, working toward the reduction and simplification of rate structures, and the establishment of more rapid pick-up and delivery service.

LaMotte T. Cohu, who has resigned as president of Trans World Airlines, effective June 1. Reason: "I have completed the job I undertook last year." (See May, 1947 A. T.) According to Cohu, "TWA is now in a better position to serve the air transportation interests and requirements of the public that it was a year ago."

Russ is highly optimistic about TWA's cargo outlook for '48. He confidentially expects this year's volume to double that of '47. This is interesting, especially in the light of the fact that last year's volume was 172 percent above the '46 figure.

Incidentally, TWA reports a 153 percent advance in ton-miles of freight carried domestically in the first quarter of this year. Total was 2,034,722 ton-miles as against 804,343 ton-miles carried in the same period a year ago. The March figure was 747,834 ton-miles — 136 percent over the 316,952 ton-miles transported in March, 1946.

* * * * *

BOAC's all-air cargo service between London and Johannesburg, in collaboration with South African Airways, is under way. Operating on a once-a-week basis, the service is known as the Springbok Freighter. Lancastrians tote 8,000 pounds of cargo, making stops at Tripoli, Cairo, Khartoum, Nairobi, and Salisbury. The latter city is provisional.

* * * * *

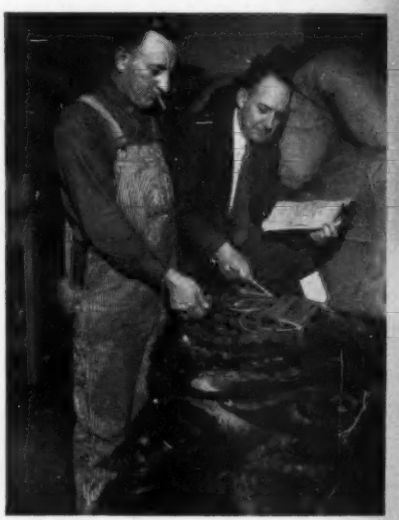
E. H. Herold, cargo traffic superintendent, Pan American World Airways, heads the newly organized Pacific Northwest Airline Cargo Association organized by representatives of the scheduled airlines at Seattle. Other members include: W. J. Hartland, chief of cargo sales, United; John Mulholland, traffic representative, Northwest; Frank Okoren, assistant station manager, Northwest; C. T. Bangsund, assistant general traffic manager, West Coast; W. M. Edwards, district traffic manager, West Coast; Dan Connell, traffic representative, Western; and W. C. Burns, district sales manager, Trans-Canada.

* * * * *

The through international airway bill, which always is good news to the air shipper, was introduced a number of weeks ago by United Air Lines. Thus, shipments can be speeded from any of United's 75 domestic points to more than 100 countries (via 11 connecting airlines with which United has interline agreements) on a single shipping document. The standardized form is IATA-approved.

* * * * *

New York air shippers are advised that Pan Am's new telephone number for the Cargo Department is STillwell 6-0600. A larger central switchboard is giving faster service these days.



E. H. Herold (right), Pan American World Airways' cargo traffic superintendent in Alaska, checks a shipment of furs from Alaska, reputed to be the largest volume of furs ever handled at one time by the airline's Alaska Region. Weighing one ton, the skins included beaver, otter, marten, ermine, weasel, mink, and muskrat.

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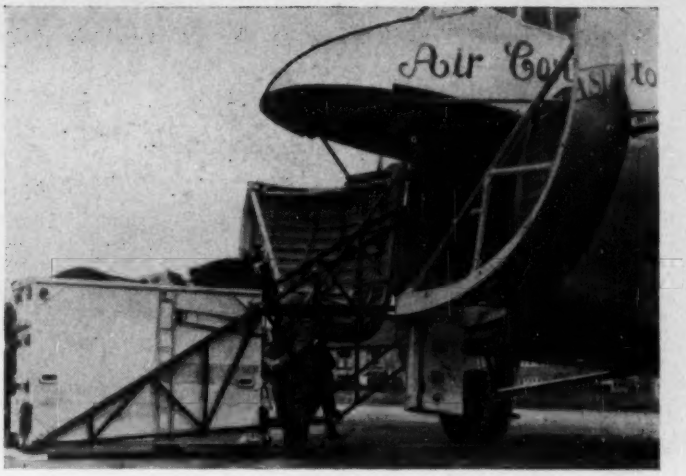
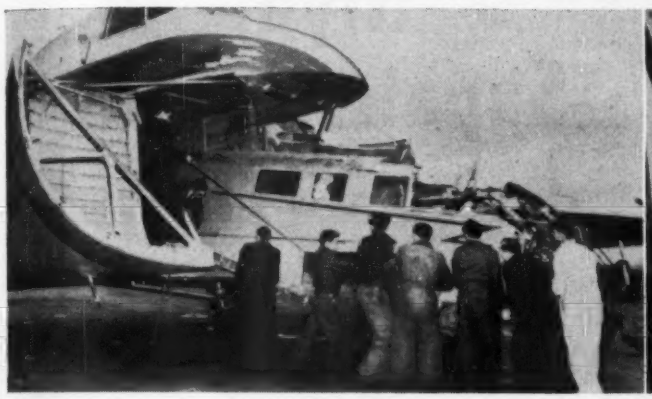
WIDE OPEN FOR FREIGHT...

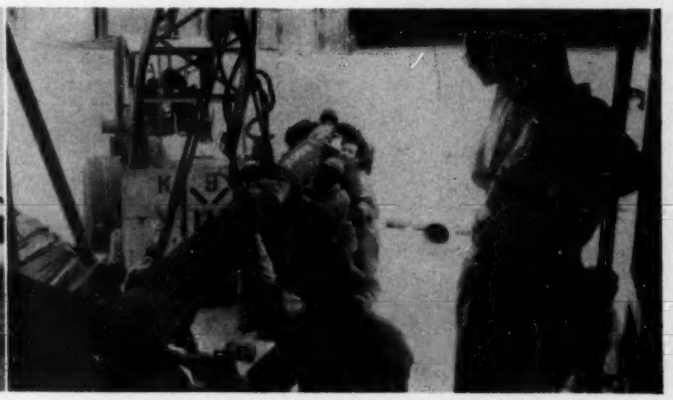
The British-manufactured Bristol Freighter recently demonstrated its cargo-carrying versatility in an unusual global tour. Here's a camera-eye's view of its accomplishments.



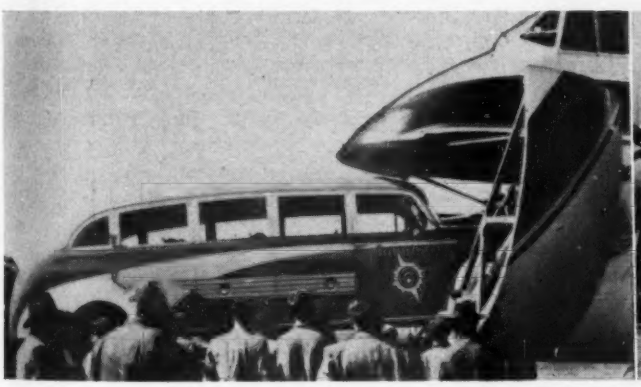
IN THE UNITED KINGDOM racehorses turn Pegasus.



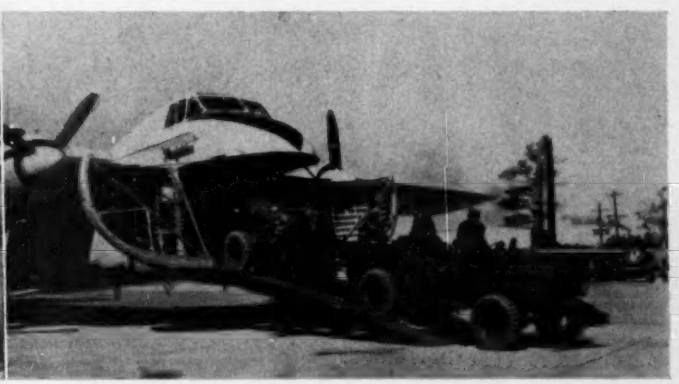
AND IN SPAIN a smaller plane is gobbled up.



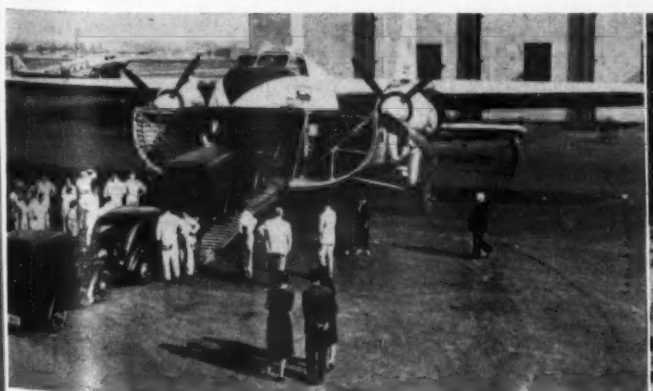
OIL WELL EQUIPMENT forms a Middle East cargo.



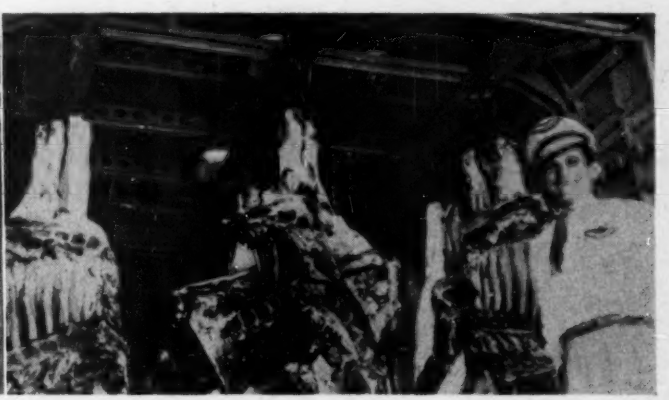
WHILE IN TASMANIA it's a 22-foot, three-ton bus.



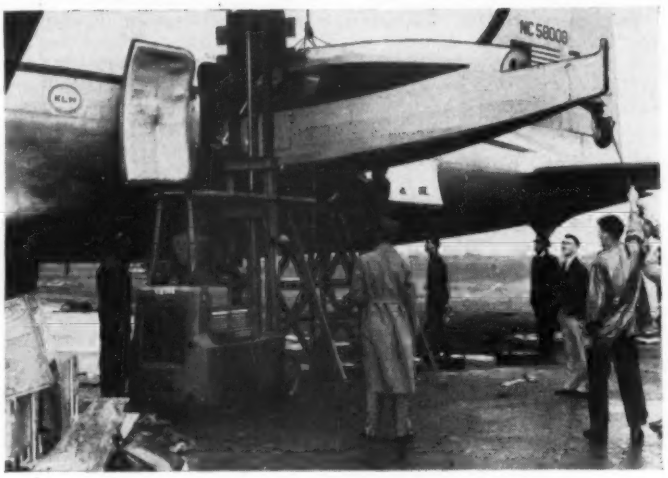
CANADA DECIDES on a cargo of military equipment.



AND IN NEW YORK four small autos line up.



BUT IN VENEZUELA sides of beef don wings.



THREE TYPICAL air cargo scenes, here and abroad

Hiya, Supair Cargo!

Introducing KLM's cargo expediter who comes in on a happy breeze for time-conscious air shippers

WHEN an airline suddenly pops up and says it can lop off a full day or more from the clearance time of its international cargo shipments, it's NEWS of a major sort!

Well, that's what KLM Royal Dutch Airlines is doing—and the secret lies in an airborne chap known as the supair cargo. Seasoned steamship men and foreign freight forwarders will get the pitch instantly. Of course, the supair cargo is the aerial counterpart of the supercargo, traditional merchant ship officer, whose responsibility is cargo and business affairs.

KLM has added another man to the crew of each all-cargo plane—the supair cargo—whose duty is the quick clearance and dispatch of the freight upon arrival in the port of entry. On inbound flights, the supair cargo prepares arrival notices, carrier's certificates, and other documents, to permit immediate dispatch of these notices to the consignee shortly after the cargoplane reaches LaGuardia Field. Outbound flights find him checking and arranging declaration and clearance papers for rapid processing when the airfreighter reaches Amsterdam. He sees to it that through cargo is segregated together with the necessary papers. This insures prompt connections. Thát's the supair cargo's job. No "ifs" and "buts" about it!

Air shippers will welcome this innovation. Long delays before shipments actually reached the plane took the edge off some of the consignors' enthusiasm for air cargo. Now that the all-important paper work is being done in the plane, there should be a happy upswing of business.

According to Albert Jansen, KLM's vigorous air cargo top-kick and father of the supair cargo idea and name (*see Air Cargo Profiles in this issue*), a dozen air cargo experts have been specially trained to man the airline's two cargoplanes presently flying the New York-Amsterdam route twice each week. Payload of each Skymaster is eight tons.

AIR SHIPPING ★ ★ ★

[REG. U. S. PAT. OFF.]

International Cargo and Mail Tables

GATEWAY SYMBOLS

Ab—Anchorage	Le—Laredo
Bb—Bangor, Me.	Mia—Miami
Bro—Brownsville, Tex.	Mke.—Milwaukee
Bw—Boston, Mass.	Mp—Minn.-St. Paul
Cc—Corpus Christi, Tex.	No—New Orleans
Cg—Chicago	Nyk—New York
Cle—Cleveland	Ph—Philadelphia
Cub—Cut Bank, Mont.	Pit—Pittsburgh
Dl—Dallas	Qy—Sydney, N. S.
Do—Detroit	Sa—San Antonio
Eo—El Paso	Sf—San Francisco
Fv—Fort Worth	Sq—San Diego
Gf—Grand Forks, N. D.	Ste—Seattle
Hu—Houston	Tm—Tampa
Jg—Burlington, Vt.	Ut—Montreal
Lgs—Los Angeles	Wa—Washington, D. C.

International Air Express is subject to two charges: one a charge per pound weight or measurement at carrier's option (200 cu. in. to the pound of weight), the other a charge per $100 of valuation. The two must be added on any shipment to determine the cost. Neither includes insurance, which may be purchased by the shipper from the carrier or otherwise.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges apart.

International air carriers whose schedules and rates are included here are indicated by the letter following the symbol for the airport.

AIRLINE SYMBOLS

A—American Airlines	
AF—Air France	
AO—American Overseas Airlines	
B—Braniff Airways	
BO—British Overseas Airways Corp.	
C—Colonial Air Lines	
CS—Chicago & Southern Air Lines	
EA—Expreso Aereo Inter-Americano	
K—KLM-Royal Dutch Airlines	
N—National Airlines	
NE—Northeast Airlines	
NW—Northwest Airlines	
P—Pan American Airways System and affiliates	
PH—Philippine Air Lines	
PI—Peruvian International Airways	
S—Sabena	
SA—Swissair	
SI—Skyways International	
SW—Seaboard & Western	
SS—Scandinavian Airlines System	
T—Trans-Canada Air Lines	
TA—TACA	
TW—Transcontinental & Western Air	
U—United Air Lines	
W—Western Air Lines	

Another AIR TRANSPORTATION *Service*
Pull Out and File

Destination	Gateway & Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	RATES (See Note) Per $100 Value	Depart	Mail per ½ Oz.
Barranquilla (cont'd)	MiaSI	.35	.10	Frequently	.10
"	NykSI	.44	.10	Frequently	.10
Bauru, Brazil	Mia P	1 46	.20	Su,W,Sa	10
"	Nyk P	1.67	.20	T,F,Sa	.10
"	Hu P	1.79	.20	M,Th,F	10
"	Cc P	1.74	.20	M,Th F	10
"	No P	1 60	.20	M,Th,Sa	10
"	Bro P	1 71	.20	M,Th,Sa	.10
"	Lgs P	2 05	.20	Su,W,Th	.10
Bayamo, Cuba	Mia P	.17	.10	Dly	08
Belem, Brazil	Mia P	.89	.10	Twice Dly	.10
"	Nyk P	1.03	.20	Dly	.10
"	No P	1 28	.20	Dly	.10
"	Bro P	1 30	.20	Dly	.10
"	Lgs P	1 56	.20	Dly	.10
"	Hu P	1 38	.20	Dly	.10
"	Cc P	1 33	.20	Dly	.10
"	MiaSI	.88	.20	Frequently	.10
"	NykSI	.99	.20	Frequently	.10
Belize, Br. Hond.	MiaTA	26	.17	M,W,F	10
Belle-Horizonte, Brasil	Mia P	1 44	.20	Dly	10
"	Nyk P	1 64	.20	Dly	.10
"	No P	1 56	.20	Dly	10
"	Bro P	1 60	.20	Dly	10
"	Lgs P	1 99	.20	Dly	10
"	Hu P	1 77	.20	Dly	10
"	Cc P	1 72	.20	Dly	10
Bilwaskarma, Nic.	NoTA	.61	..	M,W,F	10
Bluefield, Nicaragua	MiaTA	57		M,W,F	10
Bogota, Colombia	Mia P	92	.10	Twice Dly	10
"	No P	1 08	.20	Dly	10
"	Bro P	1 11	.20	Dly	10
"	Lgs P	1.38	.20	Dly	10
"	Hu P	1 19	.20	Dly	10
"	Cc P	1 14	.20	Dly	10
"	MiaSI	.61	.10	Frequently	.10
"	NykSI	.70	.10	Frequently	.10
Bonaire, N. W. I.	— P	via Curacao, N.W.I.			...
"	Mia K	44	32	Dly except Sa	10
Bonanza, Nicaragua	NoTA	57		M,W,F	10
Bucaramanga, Colombia	Mia P	90	.10	Su,W,F	10
"	No P	1 12	.20	Su,M,Th,F	10
"	Bro P	1 20	.20	Su,M,Th,F	10
"	Lgs P	1 48	.20	Su,W,Th,Sa	10
"	Hu P	1.28	.20	Su,M,Th,F	10
"	Cc P	1 23	.20	Su,MTh,F	10
Buenaventure, Col.	Mia P	88	.10	T,Th	10
"	No P	1 19	.20	F	10
"	Bro P	1 20	.20	F	10
"	Lgs P	1 52	.20	Th	10
"	Hu P	1 28	.20	F	10
"	Cc P	1 23	.20	F	10
Buenos Aires, Argentina	Mia P	1 56	.20	Twice Dly	10
"	Nyk P	1 64	.20	Twice Dly	10
"	No P	1 62	.20	Dly	10
"	Bro P	1 65	.20	Dly	10
"	Lgs P	1 93	.20	Dly	.10
"	Hu P	1 73	.20	Dly	10
"	Cc P	1 68	.20	Dly	.10
"	MiaSI	1.45	.20	Frequently	.10
"	NykSI	1.54	.20	Frequently	10
Buenos Aires, Costa Rica	NoTA	.67		M,W,F	10
Caibarien, Cuba	Mia P	15	10	Dly	10
Cali, Colombia	Mia P	61	.10	Dly	10
"	No P	.86	.10	Dly	10
"	Bro P	.88	.10	Dly	10
"	Lgs P	1.05	.10	Dly	10
"	Hu P	.93	.10	Dly	10
"	Cc P	.92	.10	Dly	10
"	MiaSI	.61	.10	Frequently	10
"	NykSI	.69	.10	Frequently	.10
Camaguey, Cuba	Mia P	12	.10	Five Dly	08
Campeche, Mexico	Mia P	.39	.10	Dly	.08
"	No P	.35	.10	Dly	.08
"	Bro P	.49	.10	Dly	.08
"	Lgs P	.80	.10	Dly	.08
"	Hu P	.57	.10	Dly	.05
"	Cc P	.52	.10	Dly	05
Campo Grande Brasil	Mia P	1 48	.20	Su,W,Sa	.10
"	Nyk P	1.75	.20	T,F,Sa	.10
"	No P	1 61	.20	M,Th,F	10
"	Bro P	1 60	.20	M,Th,F	10
"	Lgs P	2 15	.20	Su,W,Th	10
"	Hu P	1 68	.20	M,Th,F	10
"	Cc P	1 63	.20	M,Th,F	10
Canavieiras, Brasil	Mia P	1 33	.20	Sa	.10
"	Nyk P	1 62	.20	Th,Sa	10
"	No P	1 56	.20	Th	10
"	Bro P	1 60	.20	Th	10
"	Lgs P	1 99	.20	W	10
"	Hu P	1 77	.20	Th	10
"	Cc P	1 72	.20	Th	10
Caracas, Venezuela (See La Guaira).					...
Caravellas, Brasil	Mia P	1 36	.20	T,W,F,Sa,Su	.10
"	Nyk P	1 64	.20	Su,T,WF,Sa	.10

Destination	Gateway & Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	RATES (See Note) Per $100 Value	Depart	Mail per ½ Oz.
Arequipa (cont'd)	Cc P	1.30	.20	Dly	10
Arica, Chile	Mia P	1.14	.20	Dly	10
"	No P	1.30	.20	Dly	.10
"	Bro P	1.31	.20	Dly	10
"	Lgs P	1.48	.20	Dly	10
"	Hu P	1.36	.20	Dly	10
"	Cc P	1 34	.20	Dly	10
"	NykSI	1.23	.20	Frequently	.10
"	MiaSI	1.14	.20	Frequently	10
Aruba, N. W. I.	— P	via Curacao, N.W.I.			...
"	Mia K	41	32	Dly	10
Asuncion, Paraguay	Mia P	1 53	.20	Dly	10
"	Nyk P	1 77	.20	Dly	10
"	No P	1 75	.20	Dly	10
"	Bro P	1 86	.20	Dly	10
"	Lgs P	2 19	.20	Dly	10
"	Hu P	1 94	.20	Dly	10
"	Cc P	1 89	.20	Dly	10
Bahia, Brazil	No P	1 54	.20	.....	10
"	Bro P	1.64	.20	.....	10
"	Nyr P	1.58	.20	.....	10
"	Mia P	1 28	.20	.....	10
"	Hu P	1.72	.20	.....	10
"	Cc P	1 67	.20	.....	10
"	Lgs P	1 94	.20	.....	10
Balboa, C. Z. (Panama City)	Hu P	.74	32	Dly	10
"	Cc P	.70	32	Dly	10
"	No P	.67	62	Dly	10
"	Mia P	.70	50	Dly	10
"	NykPI	.53	.10	T,W,Th,Sa	.10
"	WaPI	.52	.10	T,W,Th,Sa	.10
Balboa, Canal Zone	Mia P	.39	.10	Dly	10
"	No P	.64	.10	Dly	10
"	Bro P	66	.10	Twice Dly	10
"	Lgs P	.83	.20	Dly	10
"	Hu P	.71	.10	Twice Dly	10
"	Cc P	70	.10	Dly	.10
"	NykPI	.53	.10	T,W,Th,Sa	.10
"	WaPI	.52	.10	T,W,Th,Sa	.10
"	MiaSI	.38	.10	Frequently	.10
"	NykSI	.47	.10	Frequently	10
Baracoa, Cuba	Mia P	22	.10	Dly	08
Barcelona, Venezuela	Mia P	53	.10	Dly	10
"	Nyk P	.77	.10	Dly	10
"	No P	93	.10	Dly	10
"	Bro P	94	.20	Dly	10
"	Lgs P	1 36	.20	Dly	10
"	Hu P	1 02	.20	Dly	10
"	Cc P	.97	.20	Dly	10
Barranca, Bermeja, Col.	Mia P	60	.10	Su,T,W,F,Sa	10
"	No P	1 12	.20	Su,M,Th,F	10
"	Bro P	1 20	.20	Su,M,Th,F	10
"	Lgs P	1 49	.20	Su,W,Th,Sa	.10
"	Hu P	1 28	.20	Su,M,Th,F	10
"	Cc P	1 23	.20	Su,M,Th,F	10
Barranquilla, Colombia	Mia K	53	.10	T,F	10
"	Mia P	36	.10	Dly	10
"	Bro P	75	.10	Dly	10
"	No P	74	.10	Dly	10
"	Lgs P	1.23	.20	Dly	10
"	Hu P	.84	.10	Dly	10
"	Cc P	78	.10	Dly	10

NOTE: Per pound rate shown in this column is based on the average package weighing 25 lbs., i.e., 1 lb. package from New York to Ontario would cost $1 or 25 lbs. $4. Average cost per lb., 16¢. . . . Valuation rates are only due if consignments are shipped with declared value. . . . The valuation charge shown for AA and AOA is only applicable on shipments w'h a valuation of over $7.71 per pound. **AOA's minimum charge is as for 2 kilos (4.4 lbs.). For further information, contact AA or AOA. . . There is no valuation charge on TACA for shipments under $5,000 valuation. . . . Sabena has no valuation charge for shipments valued at less than $200 per kilogram.**

It is suggested that those having shipments 100 pounds and over contact the carrier for special rates.

* British Overseas Airways Corp. carries from Foynes, Ireland, to destinations in England, Scotland, and Wales.

****This involves onward carriage from AOA terminals by European airlines.**

† Canadian air express is carried on the same basis as air express within the U. S.: $50 declared value free: excess charged at 10 cents per $100 or faction thereof.

LATIN AMERICAN ROUTES

(Mail rate to points in Mexico is on a 1-ounce basis.)

Altamira, Costa Rica	NoTA	.56	....	M,W, F	.10
Antigua, B. W. I.	Mia P	.45	.10	Dly	10
"	Nyk P	.56	.10	Dly	10
"	No P	.96	10	Dly	10
"	Bro P	1.10	.20	Dly	10
"	Lgs P	1.35	.20	Dly	.10
"	Hu P	1.18	20	Dly	.10
"	Cc P	1.13	.20	Dly	10
Antilla, Cuba	Mia P	.20	10	Dly	08
Antofagasta, Chile	Mia P	1.19	.20	Dly	.10
"	No P	1.35	.20	Dly	10
"	Bro P	1.36	.20	Dly	.10
"	Lgs P	1.51	.20	Dly	.10
"	Hu P	1.41	.20	Dly	.10
"	Cc P	1.38	20	Dly	.10
"	NykPI	1.33	.20	W, Sa	.10
"	WaPI	1.32	.20	W, Sa	.10
"	NykSI	1.29	.20	Frequently	.10
"	MiaSI	1.19	.20	Frequently	.10
Any Destination in Colombia other than those named herein	Hu P	1.28	20	Dly	.10
"	Cc P	1.23	20	Dly	.10
"	No P	1 18	20	Dly	.10
"	Bro P	1 20	20	Dly	.10
"	Mia P	.72	10	Dly	.10
"	Lgs P	1.49	20	Dly	.10
Aracaju, Brazil	Mia P	1.26	.20	Dly	.10
"	Nyk P	1.54	.20	Dly	.10
"	No P	1.53	.20	Dly	.10
"	Bro P	1.60	.20	Dly	.10
"	Lgs P	1.90	.20	Dly	10
"	Hu P	1.68	.20	Dly	10
"	Cc P	1.63	.20	Dly	10
Arequipa, Peru	Mia P	1.10	20	Dly	.10
"	No P	1.27	20	Dly	.10
"	Bro P	1.28	.20	Dly	10
"	Lgs P	1.46	.20	Dly	10
"	Hu P	1.33	.20	Dly	10

Destination	Gateway & Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	RATES (See Note) Per $100 Value	Depart	Mail per ½ Oz.
Caravellas (cont'd)	No P	1 89	.20	S,M,W,Th,F	.10
"	Bro P	1.73	.20	Su,M,W,Th,F	.10
"	Lgs P	2.03	43	Su,T,W,Th, Sa	10
"	Hu P	1.81	.43	Su,T,Th	.10
"	Ce P	1 76	.43	Su,T,Th	10
Catacamas, Honduras	No TA	.47	....	M,W,F	.10
Cataguna, Colombia	Mia P	.47	.10	Dly	.10
"	No P	.95	.10	Dly	.10
"	Bro P	1.05	.10	Dly	.10
"	Lgs P	1.32	.20	Dly	.10
"	Hu P	1.13	.20	Dly	.10
"	Ce P	1 08	.20	Dly	10
Cartago, Colombia	Mia P	.64	.10	Dly	10
"	No P	1 03	.10	Dly	10
"	Bro P	1 06	.10	Dly	10
"	Lgs P	1 33	.20	Dly	10
"	Hu P	1 14	.20	Dly	10
"	Ce P	1 09	.20	Dly	10
Cayenne, Fr. Guiana	Mia P	.78	10	Dly	.10
"	Nyk P	.92	.20	Dly	.10
"	No P	1.18	.20	Dly	10
"	Bro P	1.20	.20	Dly	10
"	Lgs P	1.51	.20	Dly	10
"	Hu P	1.28	.20	Dly	10
"	Ce P	1.23	.20	Dly	10
Cayo Mambi, Cuba	Mia P	.22	10	Dly	08
Chetumal, Mexico	Mia P	.45	.10	M,W,F	.05
"	No P	43	.10	M,W,F	.05
"	Bro P	.55	.10	Su,T,Th	.05
"	Lgs P	.93	.10	M,W,Sa	.05
"	Hu P	.63	.10	Su,T,Th	05
"	Ce P	.58	10	Su,T,Th	05
Chiclayo, Peru	Mia P	.90	.10	Dly	10
"	No P	1.09	.20	Dly	10
"	Bro P	1.10	.20	Dly	10
"	Lgs P	1.34	.20	Dly	10
"	Hu P	1.16	.20	Dly	10
"	Ce P	1.12	.20	Dly	10
Choluteca, Honduras	No TA	.46		M,W,F	10
Cienaga, Colombia	Mia P	.47	.10	Dly	.10
"	No P	.95	.10	Dly	.10
"	Bro P	1.05	.10	Dly	.10
"	Lgs P	1.32	.20	Dly	.10
"	Hu P	1.13	.20	Dly	.10
"	Ce P	1.08	.20	Dly	.10
Cienfuegos, Cuba	Mia P	.13	10	Dly	.10
C. del Carmen, Mexico	Mia P	.43	10	Twice Dly	08
"	No P	.41	10	Dly	.05
"	Bro P	.44	10	Dly	.05
"	Lgs P	.85	10	Dly	.05
"	Hu P	.52	10	Dly	.05
"	Ce P	.47	10	Dly	05
Ciudad Trujillo ,D. R.	Mia P	.31	.10	Twice Dly	05
"	Nyk P	.53	.10	Dly	.10
"	Mia K	.31	.17	T	.10
Ciudad Victoria Tamps	Dl B	.30	.10	Dly	10
"	Fv B	.30	.10	Dly	.05
"	Lo B	.16	10	Dly	.05
"	Sa B	23	.10	Dly	05
"	Bro P	.20	.10	Dly	.05
"	Hu P	.28	.10	Dly	05
"	Ce P	.23	.10	Dly	05
Cochabamba, Bolivia	Mia P	1.19	.30	M,W,Sa	05
"	No P	1.35	.20	Su,T,F	10
"	Bro P	1.36	.20	Su,T,F	10
"	Lgs P	1.51	.20	M,Th,Sa	10
"	Hu P	1.41	.20	Su,T,F	10
"	Ce P	1 38	.20	Su,T,F	10
Colombia. Any Destination other than those named herein	Hu P	1 28	.20	Dly	.10
"	Ce P	1 23	.20	Dly	10
"	No P	1.18	.20	Dly	10
"	Bro P	1.20	.20	Dly	10
"	Mia P	.72	.20	Dly	10
"	Lgs P	1.49	.20	Dly	10
Comayagua, Honduras	No TA	.46		M,W,F	10
Concepcion, Bolivia	Mia P	1.27	.20	Sa	10
"	No P	1.41	.20	F	10
"	Bro P	1.41	.20	F	10
"	Lgs P	1.55	.20	F	10
"	Hu P	1.52	.20	F	10
"	Ce P	1.50	.20	F	10
Cordoba, Argentina	Mia P	1.37	.20	Dly	10
"	No P	1.48	.20	Dly	10
"	Bro P	1.49	.20	Dly	10
"	Lgs P	1.55	.20	Dly	10
"	Hu P	1.52	.20	D y	10
"	Ce P	1.50	.20	Dly	10
Coro, Venezuela	Mia P	.48	32	Dly	10
"	Nyk P	.52	32	Dly	10
"	No P	.84	32	Dly	10
"	Bro P	.85	.32	Dly	10
"	Lgs P	1.30	43	Dly	10
"	Hu P	.93	.43	Dly	10
"	Ce P	.88	.32	Dly	10
Corquin, Honduras	No TA	49		M,W,F	10
Corumba, Brasil	Mia P	1.36	.20	Su,W	.10
"	No P	1.48	.20	M,F	10
"	Bro P	1.50	.20	M,F	10
"	Lgs P	1 69	.20	Su,Th	10
"	Hu P	1.58	.20	.....	10
"	Ce P	1.53	.20	.....	10
Cucuta, Colombia	Mia P	60	.20	Dly	.10
"	No P	1.12	.20	Dly	10
"	Bro P	1.20	.20	Dly	10
"	Lgs P	1.49	.20	Dly	10
"	Hu P	1.28	.20	Dly	10
"	Ce P	1.23	.20	Dly	.10
Cuenca, Ecuador	Mia P	.78	.20	M,Su,W,F	.10
"	No P	1 02	.20	Su,T,Th,Sa	.10
"	Bro P	1 08	20	Su,T,Th,Sa	.10
"	Lgs P	1.22	.20	M,W,F,Sa	.10
"	Hu P	1 09	.20	Su,T,Th,Sa	.10
"	Ce P	1.05	.20	Su,T,Th,Sa	.10
Curacao, N.W.I.	Mia P	.42	.20	Dly	.10
"	Nyk P	.73	.20	Dly	.10
"	No P	.93	.20	Dly	.10
"	Bro P	.94	.20	Dly	.10
"	Lgs P	1.33	20	Dly	.10
"	Mia K	42	32	Dly	.10
"	Hu P	1.02	.20	Dly	.10
"	Ce P	.97	.20	Dly	.10
Curityba, Brasil	Mia P	1.46	.20	T,Su,W	.10
"	Nyk P	1.68	.20	Su,T,W	.10
"	No P	1 60	.20	Dly exc. T	.10
"	Bro P	1 75	.20	Dly exc. T	.10
"	Lgs P	2 06	.20	Dly exc. W	.10
"	Hu P	1 83	.20	Dly	.10
"	Ce P	1.78	.20	Dly	.10
David, Panama	Mia P	.45	.20	Dly	10
"	No P	.58	.20	Dly	10
"	Bro P	.60	.20	Dly	10
"	Lgs P	1 10	.20	Dly	10
"	Hu P	68	.20	Dly	10
"	Ce P	63	.20	Dly	.10
Dulce Nombre, Hon.	No TA	48		M, W, F	10
Esmeraldas, Ecuador	Mia P	.78	.20	Su,Th	10
"	No P	1 00	.20	W,Sa	10
"	Bro P	1 00	.20	W,Sa	10
"	Lgs P	1.22	20	T,F	10
"	Hu P	1 08	20	W,Sa	10
"	Ce P	1.05	20	W,Sa	10
Esquias, Honduras	No TA	46	.20	M,W,F	10
Florianopolis, Brazil	Mia P	1 48	.20	W,F	10
"	Nyk P	1 70	20	Su,W	10
"	No P	1 64	.20	M,W	10
"	Bro P	1 79	.20	M,W	10
"	Lgs P	2 08	.20	S,Th	10
"	Hu P	1 87	.20	M,W	10
"	Ce P	1.82	.20	M,W	10
Fortalesa, Brasil (Ceara)	Mia P	1 23	20	Dly	10
"	Nyk P	1 39	20	Dly	10
"	No P	1 44	20	Dly	10
"	Bro P	1 51	20	Dly	10
"	Lgs P	1 72	20	Dly	10
"	Hu P	1 59	.20	Dly	10
"	Ce P	1 54	20	Dly	.10
Georgetown, British Guiana	Mia P	66	20	Dly	.10
"	Nyk P	80	20	Dly	.10
"	No P	1 08	.20	Dly	10
"	Bro P	1 09	.20	Dly	10
"	Lgs P	1 46	.20	Dly	10
"	Hu P	1 17	.20	Dly	10
"	Ce P	1 13	20	Dly	10
"	NykSI	.74	.10	Frequently	.10
"	MiaSI	.65	.10	Frequently	.10
Golfito, Costa Rica	No TA	.58	....	M,W,F	10
Gracias, Honduras	No TA	48	....	M,W,F	10
Guadalajara, Mexico	Bro P	37	.10	Dly	05
"	Lgs P	59	10	Dly	05
"	Hu P	45	10	Dly	05
"	Ce P	40	10	Dly	05
Guantanamo, Cuba	Mia P	20	10	Twice Dly	05
Guatemala City, Gua.	Mia P	39	.20	Dly	10
"	No TA	.39	.20	M,W,F	10
"	No P	36	.20	Twice Dly	10
"	Bro P	37	20	Twice Dly	10
"	Lgs P	53	20	Dly	10
"	Hu P	.45	20	Dly	10
"	Ce P	41	20	2 Dly	10
Guayape, Honduras	No TA	46	.20	M,W,F	10
Guayaquil, Ecuador	Mia P	.76	.20	Dly	.10
"	No P	.99	.20	Dly	10
"	Bro P	1 00	.20	Dly	10
"	Lgs P	1 20	.20	Dly	10
"	Hu P	1 06	20	Dly	10
"	Ce P	1 04	.20	Dly	.10
"	MiaSI	.75	.10	Frequently	.10
"	NykSI	.84	.10	Frequently	.10
Havana, Cuba	Mia P	08	.10	Several Dly	08
"	Mia EA	08	15	Dly	08
"	Mia N	08	10	Dly	08
"	Tm N	09	10	Dly	08
"	Nyk N	19	10	Dly	08
"	MiaK	.08	....	M,W	08
"	No CS	.17	15	Dly	08
"	NykPI	.19	10	T,W,Th, Sa	08
"	Wa PI	.19	10	T,W,Th, Sa	08
"	Nyk LV	.23	21	M,W,F	08
Hermosillo, Mexico	Lgs P	24	.10	Dly	08
Holguin, Cuba	Mia P	15	10	Dly	.10
Honda, Colombia	Mia P	.64	10	Dly	.10
"	No P	1.13	.20	Dly	10
"	Bro P	1.17	.20	Dly	10
"	Lgs P	1.46	.20	Dly	10
"	Hu P	1.25	.20	Dly	.10
"	Ce P	1 20	.20	Dly	10
Iguassu Falls, Brazil	Mia P	1.51	.20	Su,T	10
"	Nyk P	1.75	.20	Su,T	10
"	No P	1 69	.20	Su,F	10
"	Bro P	1 84	.20	Su,F	10
"	Lgs P	2 14	.20	Th,Sa	10
"	Hu P	1 92	.20	Su,F	10
"	Ce P	1 87	.20	Su,F	
Ipiales, Colombia	Mia P	.72	.20	Dly	.10
"	No P	1.12	.20	Dly	.10
"	Bro P	1.15	.20	Dly	.10
Ipiales (cont'd)	Lgs P	1 42	20	Dly	
"	Hu P	1.23	20	D y	
"	Ce P	1.18	20	Dly	
Ixtepec, Mexico	Mia P	68	10	M,T,W,Th, F,Su	
"	No P	64	10	Su,T,W,Th, Sa,M	
"	Bro P	.36	10	Su,T,W,Th, F,M	
"	Lgs P	.81	.10	Su,T,W,Th, Sa,M	
"	Hu P	.44	.10	Dly	
"	Ce P	.39	10	Dly	
João Pessoa (Cabadello)	Mia P	1.25	.20	Sa	
"	Nyk P	1.47	.20	Th	
"	No P	1.49	.20	Th	
"	Bro P	1.55	.20	Th	
"	Lgs P	1 52	.20	W	
"	Hu P	1.63	.20	Th	
"	Ce P	1 58	.20	Th	
Juticalpa, Honduras	No TA	.47		M,W,F	
Kingston, Jamaica	Mia P	.20	.10	Dly	
"	Mia K	20	.17	Su,T,Th,F,Sa	
"	MiaSI	.19	.10	Frequently	
"	NykSI	.28	.10	Frequently	
La Ceiba, Honduras	MiaTA	.52	..	Dly	
La Esperenza, Honduras	No TA	.47		M,W,F	
La Guaira, Venezuela	Mia P	.47	20	Dly	
"	Mia K	.47	.32	Dly	
"	Nyk P	.77	20	Dly	
"	No P	.89	.20	Dly	
"	Bro P	90	.20	Dly	
"	Lgs P	1.30	20	Dly	
"	Hu P	98	20	Dly	
"	Ce P	93	.20	Dly	
"	NykLV	.77	.20	M,W,F	
La Labor, Honduras	No TA	.49	20	M,W,F	
"	MiaSI	.47	.10	Frequently	
"	NykSI	.56	.10	Frequently	
La Paz, Bolivia	Mia P	1.15	.20	M,T,W,F,Sa	
"	No P	1.31	20	M,T,Th,F,Sa	
"	Bro P	1 32	20	M,T,Th,F,Sa	
"	Lgs P	1.49	.20	Su,M,W Th,F	
"	Hu P	1 37	.20	Dly	
"	Ce P	1.35	20	Dly	
"	MiaSI	1.14	.20	Frequently	
"	NykSI	1.23	.20	Frequently	
La Paz, Honduras	No TA	.46	....	M,W,F	
La Union, Honduras	No TA	.47	....	M,W,F	
Lamani, Honduras	No TA	.45	....	M,W,F	
Las Canas, Costa Rica	No TA	.57	....	M,W,F	
Las Juntas, Costa Rica	No TA	56	..	M,W,F	
Liberia, Costa Rica	No TA	38	...	M,W,F	
Libertad, Nicaragua	NoTA	.52	....	M,W,F	
Lima, Peru	Mia P	.99	.20	Dly	
"	No P	1.16	.20	Dly	
"	Bro P	1.17	.20	Dly	
"	Lgs P	1.39	.20	Dly	
"	Hu P	1 23	.20	Dly	
"	Ce P	1 21	.20	Dly	
"	NykPI	1.13	.20	T,W,Th,Sa	
"	Wa PI	1.12	.20	T W,Th,Sa	
"	MiaSI	.97	.10	Frequently	
"	NykSI	1.06	.10	Frequently	
Loja, Ecuador	Mia P	.82	.20	T	
"	No P	1.03	20	M	
"	Bro P	1 12	20	M	
"	Lgs P	1 36	.20	Su	
"	Hu P	1 20	20	M	
"	Ce P	1.15	20	M	
Los Chiles, Costa Rica	No TA	.58	20	M,W,F	
Maceio, Brasil	Mia P	1 26	.20	Dly	
"	Nyk P	1 52	.20	Dly	
"	No P	1 51	.20	Dly	
"	Bro P	1 56	.20	Dly	
"	Lgs P	1 86	.20	Dly	
"	Hu P	1 64	20	Dly	
"	Ce P	1 59	20	Dly	
Managua, Nicaragua	Mia P	.52	20	Su,T,F	
"	No P	1 02	20	Su,M F	
"	Bro P	1 12	20	Su,M F	
"	Lgs P	1 39	20	Su,Th,Sa	
"	Hu P	1 20	20	Su,M F	
"	Ce P	1 15	20	Su,M F	
Managua, Nicaragua	Mia P	.51	20	Dly	
"	No TA	.48	.20	M,W,F	
"	No P	.48	.20	Twice Dly	
"	Bro P	.50	.20	Twice Dly	
"	Lgs P	.66	20	Dly	
"	Hu P	.58	.20	2 Dly	
"	Ce P	.53	20	2 Dly	
Manaos, Brasil	Mia P	1.24	20	Su,W,Th	
"	Nyk P	1.44	20	Su,W,T	
"	No P	1.43	20	M,T,F	
"	Bro P	1 54	.20	M,T,F	
"	Lgs P	1 79	.20	S,M,Th	
"	Hu P	1 62	.20	W,F,Sa	
"	Ce P	1.57	20	W,F,Sa	
Manizales, Colombia	Mia P	.65	20	Dly	
"	No P	1.04	20	Dly	
"	Bro P	1.07	20	Dly	
"	Lgs P	1.34	.20	Dly	
"	Hu P	1.15	.20	Dly	
"	Ce P	1 10	.20	Dly	
Manta, Ecuador	Mia P	.80	.20	M,Th,Sa	
"	No P	1.02	.20	Su,W,F	
"	Bro P	1.03	.20	Su,W,F	
"	Lgs P	1.24	.20	Tu,Th,Sa	
"	Hu P	1.09	.20	M,F	
"	Ce P	1.06	.20	M,F	

Destination	Gateway & Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	RATES (See Note) Per $100 Value	Depart	Mail per ½ Oz.
Manto, Honduras	No TA	47		M,W	10
Manzanillo, Cuba	Mia P	.15	.10	Dly	08
Maracaibo, Venezuela	Mia P	.44	.20	Dly	10
"	Mia K	44	.32	Dly	10
"	No P	81	.20	Dly	10
"	Bro P	82	.20	Dly	10
"	Lgs P	1 27	.20	Dly	10
"	Hu P	90	.20	Dly	10
"	Ce P	85	.20	Dly	10
"	NykSI	.56	.10	Frequently	10
"	MiaSI	.47	.10	Frequently	10
Marcala, Honduras	No TA	46		M,W,F	10
Matagalpa, Nicaragua	No TA	51		M,W,F	10
Maturin, Venezuela	Mia P	56	.20	Dly	10
"	Nyk P	74	.20	Dly	10
"	No P	97	.20	Dly	10
"	Bro P	98	.20	Dly	10
"	Lgs P	1 38	.20	Dly	10
"	Hu P	1 07	.20	Dly	10
"	Ce P	1 02	.20	Dly	10
Mazatlan, Mexico	Bro P	.47	.20	Dly	05
"	Lgs P	45	.20	Dly	05
"	Hu P	55	.20	Dly	05
"	Ce P	50	.20	Dly	05
Mayajigua, Cuba	Mia P	.13	.10		08
Medellin, Colombia	Mia P	.59	.20	Dly	10
"	No P	1 02	.20	Dly	10
"	Bro P	1 06	.20	Dly	10
"	Lgs P	1.35	.20	Dly	10
"	Hu P	1 14	.20	Dly	10
"	Ce P	1.09	.20	Dly	10
Merida, Mexico	Mia P	.25	.10	Twice Dly	05
"	No P	.22	.10	Twice Dly	05
"	Bro P	53	.10	Dly	05
"	Lgs P	92	.10	Dly	05
"	Dl B	56	32	Dly	05
"	Fv B	56	32	Dly	05
"	Lo B	42	32	Dly	05
"	Sa B	49	32	Dly	05
"	Hu P	61	.10	Dly	05
"	Ce P	56	.10	Dly	05
Mexicali, Mexico	Lgs P	.12	.10	Dly	05
Mexico City, Mexico	Mia P	.44	.10	Twice Dly	05
"	No P	.61	.10	Dly	05
"	Dl B	.36	.17	Dly	05
"	Dl A	.20	15	Dly	05
"	Lgs A	.36	15	Dly	05
"	Lo B	.24	17	Dly	05
"	Fv B	.36	17	Dly	05
"	Eo A	.25	15	Dly	05
"	Sa A	.15	15	Dly	05
"	Sa B	.30	17	Dly	05
"	No TA	.61	..	M,W,F	10
Minatitlan, Mexico	Mia P	.51	.10	Dly	05
"	No P	.47	.10	Dly	05
"	Bro P	.36	.10	Dly	05
"	Lgs P	.79	.10	Dly	05
"	Hu P	.44	.10	D y	05
"	Ce P	39	.10	Dly	05
Montego Bay, Jamaica	Mia P	20	.10	Dly	10
Monteria, Colombia	Mia P	53	10	Dly	10
"	No P	1 03	10	Dly	10
"	Bro P	1 13	20	Dly	10
"	Lgs P	1 40	20	Dly	10
"	Hu P	1 21	20	Dly	10
"	Ce P	1 16	20	Dly	10
Monterrey, Mexico	Dl A	15	15	Dly	05
"	Fv B	27	17	Dly	05
"	Dl B	.27	17	Dly	05
"	Eo A	.18	.15	Dly	05
"	Lgs A	.29	15	Dly	05
"	Lo B	13	15	Dly	05
"	Sa A	.09	15	Dly	05
"	Sa B	.20	15	Dly	05
Montevideo, Uruguay	Mia P	1 51	20	Dly	10
"	Nyk P	1.62	20	Dly	10
"	No P	1 65	20	Dly	10
"	Bro P	1 68	20	Dly	10
"	Lgs P	1 98	20	Dly	10
"	Hu P	1.76	20	Dly	10
"	Ce P	1 71	20	Dly	10
"	NykSI	1.51	.20	Frequently	10
"	MiaSI	1.41	.20	Frequently	10
Monzoro, Brasil	Mia P	1 24	20	T	10
"	Nyk P	1 41	20	T	10
"	No P	1 46	20	Su	10
"	Bro P	1.53	20	Su	10
"	Lgs P	1.76	20	Su	10
"	Hu P	1 61	20	Su	10
"	Ce P	1 56	20	Su	10
Nassau, Bahamas	Mia P	07	10	Twice Dly	10
Natal, Brasil	Mia P	1 25	20	Dly	10
"	Nyk P	1 45	20	Dly	10
"	No P	1 48	20	Dly	10
"	Bro P	1.54	20	Dly	10
"	Lgs P	1 80	20	Dly	10
"	Hu P	1 62	20	Dly	10
"	Ce P	1 57	20	Dly	10
"	MiaSI	1.24	20	Frequently	10
"	NykSI	1.33	20	Frequently	10
Necoya, Costa Rica	No TA	57	..	M,W,F,	10
Nueva Gerona (Isle of Pines), Cuba	Mia EA	14	.15	dly	08
Nueva Ocotepeque, Hon.	No TA	.50	32	M,W,F	10
Nuevo Laredo, Mexico	Dl B	22	17	Dly	05
"	Fv B	22	17	Dly	05
"	Sa B	.15	.15	Dly	05
"	Lo B	.08	.05	Dly	05
Oaxaca, Mexico	Mia P	.71	.10	Dly except Sa	05
"	No P	.68	.10	Dly except F	05
"	Bro P	.30	.10	Dly except Sa	05
"	Lgs P	.76	.10	Dly except F	05
"	Hu P	38	.10	Dly	05
"	Ce P	.33	.10	Dly	05
Olanchito, Honduras	No TA	.49	..	M,W,F	10
Orica, Honduras	No TA	.46		M,W,F	10
Oruro, Bolivia	Mia P	1 24	43	M,T,W,F,Sa	10
"	No P	1 33	.43	M,T,Th,F,Sa	10
"	Bro P	1.33	.43	M,T,Th,F,Sa	10
"	Lgs P	1.55	43	S,M,W,Th,F	10
"	Hu P	1.41	43	Dly	10
"	Ce P	1.36	43	Dly	10
Palmar, Costa Rica	No TA	.57		M,W,F	10
Panama City, Panama	Mia P	39	.10	Twice Dly	10
"	No P	64	.10	Dly	10
"	Bro P	66	.10	Twice Dly	10
"	Lgs P	1 15	.20	Dly	10
"	Hu P	74	.10	2 Dly	10
"	Ce P	.70	.10	2 Dly	10
"	NykPI	.53	.10	T,W,Th,Sa	10
"	Wa Pi	.52	.10	T,W,Th,Sa	10
"	NoTA	.64	....	M,W,F	10
"	MiaSI	.38	.10	Frequently	10
"	NykSI	.47	.10	Frequently	10
Para, Brasil (See Belem)					
Paramaribo, Sur	Mia P	.73	.10	Dly	10
"	Mia K	73	43	Su,T,F	10
"	Nyk P	86	.10	Dly	10
"	No P	1 14	.20	Dly	10
"	Bro P	1 15	.20	Dly	10
"	Lgs P	1 48	.20	Dly	10
"	Hu P	1 23	.20	Dly	10
"	Ce P	1 18	.20	Dly	10
Parnahyba, Brazil	Mia P	1 19	.20	Sa	10
"	Nyk P	1 33	.20	Sa,T	10
"	No P	1 38	.20	Th,Su	10
"	Bro P	1 48	.20	Th,Su	10
"	Lgs P	1 67	.20	W,Sa	10
"	Hu P	1 56	.20	Su,Th	10
"	Ce P	1.51	.20	Su,Th	10
Pärrita, Costa Rica	No TA	.55	....	M,W,F	10
Pasto, Colombia	Mia P	.74	.10	Dly	10
"	No P	1 15	.20	Dly	10
"	Bro P	1 18	.20	Dly	10
"	Lgs P	1 45	.20	Dly	10
"	Hu P	1.26	.20	Dly	10
"	Ce P	1.21	.20	Dly	10
Pereira, Colombia	Mia P	.64	.10	Dly	10
"	No P	1 03	.10	Dly	10
"	Bro P	1 06	.10	Dly	10
"	Lgs P	1 33	.20	Dly	10
"	Hu P	1.14	.20	Dly	10
"	Ce P	1 09	.20	Dly	10
Popayan, Colombia	Mia P	88	.10	Dly	10
"	No P	1 03	.10	Dly	10
"	Bro P	1 06	.10	Dly	10
"	Lgs P	1 33	.20	Dly	10
"	Hu P	1 14	.20	Dly	10
"	Ce P	1 09	.20	Dly	10
Port au Prince, Haiti	Mia P	25	.10	Dly	10
"	Mia K	25	.17	Th	10
"	Nyk P	63	.10	Dly	10
Port of Spain, Trinidad	Mia P	.56	.10	Dly except T	10
"	Mia K	.56	32	Dly	10
"	Nyk P	70	10	Dly	10
"	No P	99	.20	Dly	10
"	Bro P	1 00	.20	Dly	10
"	Lgs P	1 41	.20	Dly	10
"	Hu P	1 08	.20	Dly	10
"	Ce P	1 03	.20	Dly	10
"	MiaSI	.55	.10	Frequently	10
"	NykSI	.64	.10	Frequently	10
Porto Alegre, Brasil	Mia P	1 42	.20	Dly	10
"	Nyk P	1 52	.20	Dly	10
"	No P	1 69	.20	Dly	10
"	Bro P	1 80	.20	Dly	10
"	Lgs P	2 14	.20	Dly	10
"	Hu P	1.88	.20	Dly	10
"	Ce P	1 83	.20	Dly	10
"	MiaSI	1.40	.20	Frequently	10
"	NykSI	1.49	.20	Frequently	10
Porto Cabezas, Nic	NoTA	.61	20	M,W,F	10
Potrero Grande, Costa Rica	No TA	58	....	M,W,F	10
Preston, Cuba	Mia P	20	10	Dly	08
Progreso, Honduras	No TA	.49		M,W,F	10
Puebla, Puebla	Dl B	41	17	Dly	08
"	Fu B	41	17	Dly	08
"	Lo B	27	17	Dly	08
"	Sa B	34	17	Dly	08
Puerto Cabezas, Nic	No TA	61		M,W,F	10
Puerto Cortes, Hond	No TA	49	..	M,W,F	10
Puerto Jimines, C. R	No TA	59		M,W,F	10
Puerto Limon, C. R	No TA	56	..	M,W,F	10
Puerto Suares, Bolivia	Mia P	1.32	43	Sa	10
"	No P	1.44	43	F	10
"	Bro P	1.45	43	F	10
"	Lgs P	1.58	43	Th	10
"	Hu P	1.49	43	F	10
"	Ce P	1.46	43	F	10
Puntarenas, Costa Rica	No TA	.55	....	M,W,F	10
Quibdo, Colombia	Mia P	.62	.10	Su	10
Quibdo (cont'd)	No P	1 14	.20	F	10
"	Bro P	1 19	.20	F	10
"	Lgs P	1 46	.20	Th	10
"	Hu P	1 27	.20	Sa	10
"	Ce P	1 22	.20	Sa	10
Quito, Ecuador	Mia P	.74	10	Dly	10
"	No P	.98	.20	Dly	10
"	Bro P	.99	.20	Dly	10
"	Lgs P	1.18	.20	Dly	10
"	Hu P	1.05	.20	Dly	10
"	Ce P	1.03	.20	Dly	10
"	MiaSI	.73	.10	Frequently	10
"	NykSI	.82	.10	Frequently	10
Recife (Pernambuco) Brasil	Mia P	1 26	20	Dly	10
"	Nyk P	1 48	.20	Dly	10
"	No P	1 50	.20	Dly	10
"	Bro P	1 56	.20	Dly	10
"	Lgs P	1 84	.20	Dly	10
"	Hu P	1 64	.20	Dly	10
"	Ce P	1.59	.20	Dly	10
"	MiaSI	1.25	.20	Frequently	10
"	NykSI	1.35	.20	Frequently	10
Rio de Janeiro	Mia P	1 26	20	Dly	10
"	Nyk P	1 37	20	Dly	10
"	No P	1 54	20	Dly	10
"	Bro P	1 60	20	Dly	10
"	Lgs P	1 94	20	Dly	10
"	Hu P	1 68	20	Dly	10
"	Ce P	1 64	20	Dly	10
"	MiaSI	1.25	20	Frequently	10
"	NykSI	1.35	.20	Frequently	10
Rubore, Bolivia	Mia P	1.32	.20	Sa	10
"	No P	1.44	.20	F	10
"	Bro P	1.45	.20	F	10
"	Lgs P	1.58	.20	Th	10
"	Hu P	1.49	.20	F	10
"	Ce P	1.46	.20	F	10
Ruinas de Capon, Hond.	No TA	49		M,W,F	10
Salama, Honduras	No TA	47		M,W,F	10
Salinas, Ecuador	Mia P	.78	.10	Th,Sa	10
"	No P	1.02	.10	W,F	10
"	Bro P	1 03	20	W,F	10
"	Lgs P	1.22	20	T,Th	10
"	Hu P	1.04	20	W,F	10
"	Ce P	1.05	20	W,F	10
Salta, Argentina	Mia P	1.29	20	Su,T,F	10
"	No P	1 42	20	M,Th,Sa	10
"	Bro P	1.42	20	M,Th,Sa	10
"	Lgs P	1.55	20	Su,W,F	10
"	Hu P	1.46	20	M,Th,Sa	10
"	Ce P	1.44	20	M,Th,Sa	10
San Estaban, Honduras	No TA	50	32	M,W,F	10
San Fran. de la Paz, Honduras	No TA	47	32	M,W,F	10
San Ignacio, Bolivia	Mia P	1.28	.20	Sa	10
"	No P	1.41	.20	F	10
"	Bro P	1.42	.20	F	10
"	Lgs P	1.55	.20	Th	10
"	Hu P	1.46	.20	F	10
"	Ce P	1.44	.20	F	10
San Isidro, Costa Rica	No TA	55	..	M,W,F	10
San Jose, Bolivia	Mia P	1.31	.20	Sa	10
"	No P	1.43	.20	F	10
"	Bro P	1.44	.20	F	10
"	Lgs P	1.56	.20	Th	10
"	Hu P	1.48	.20	F	10
"	Ce P	1.46	.20	F,Sa	10
San Jose, Costa Rica	Mia P	50	.10	Dly	10
"	Mia K	72	32	T,F	10
"	No TA	54		M,W,F	10
"	No P	54	.10	Dly	10
"	Bro P	56	10	Twice Dly	10
"	Lgs P	.72	10	Dly	10
"	Hu P	.64	10	Dly	10
"	Ce P	60	.10	2 Dly	10
San Juan, Puerto Rico	Mia P	36	10	Thrice Dly	05
"	Nyk P	.36	10	Dly	05
"	MiaSI	.27	.10	Frequently	10
"	NykSI	.35	.10	Frequently	10
San Marcos de Colon Honduras	No TA	.46	..	M,W,F	10
San Marcos Octopeque, Honduras	No TA	.49	..	M,W,F	10
San Pedro, Sula, Hond.	No TA	48		M,W,F	10
San Salvador, El Salvador	Mia P	.42	10	Dly	10
"	No P	39	10	Twice Dly	10
"	Bro P	41	.10	Dly	10
"	Lgs P	.56	.10	Dly	10
"	Hu P	.50	.10	Dly	10
"	Ce P	44	.10	Dly	10
"	No TA	.39	....	M,W,F	10
Santa Barbara, Hond.	No TA	.48		M,W,F	10
Santa Clara, Cuba	Mia P	.13	10		
Santa Cruz, Bolivia	Mia P	1.24	.20	M,W,Sa	10
"	No P	1.35	.20	Su,T,F	10
"	Bro P	1.39	.20	Su,T,F	10
"	Lgs P	1.53	.20	M,Th,Sa	10
"	Hu P	1.44	.20	Su,T,F	10
"	Ce P	1.41	.20	Su,T,F	10
Santa Cruz, Costa Rica	No TA	.58		M,W,F	10
Santa Marta, Colombia	Mia P	.48	10	Dly	10
"	No P	98	.10	Dly	10
"	Bro P	1 06	.10	Dly	10
"	Lgs P	1 33	.20	Dly	10
"	Hu P	1.14	.20	Dly	10
"	Ce P	1.09	.20	Dly	10

Destination	Gateway & Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per $100 Value	Depart	Mail per ½ Oz.
Santa Rosa de Copan, Honduras	No TA	48		M,W,F	10
Santiago, Chile	Mia P	1.30	.20	Dly	10
"	No P	1.46	.20	Dly	10
"	Bro P	1.46	.20	Dly	10
"	Lgs P	1.60	.20	Dly	10
"	Hu P	1.60	.20	Dly	10
"	Ce P	1.48	.20	Dly	10
"	NykPI	1.44	....	W,Sa	10
"	Wa PI	1.43	....	W,Sa	10
"	MiaSI	1.28	.20	Frequently	10
"	NykSI	1.37	.20	Frequently	10
"	Mia P	.18	.10	Thrice Dly	08
Santiago, Cuba	Mia P	1.16	.20	Dly	10
Sao Luis, Brazil	Nyk P	1 29	20	Dly	10
"	No P	1 35	20	Dly	10
"	Bro P	1 43	20	Dly	10
"	Lgs P	1 62	20	Dly	10
"	Hu P	1 51	20	Dly	10
"	Ce P	1 46	20	Dly	10
Sao Paolo, Brazil	Mia P	1.32	.20	Twice Dly	10
"	Nyk P	1 42	.20	Dly	10
"	No P	1 56	.20	Dly	10
"	Bro P	1 67	.20	Dly	10
"	Lgs P	1 90	.20	Dly	10
"	Hu P	1 75	.20	Dly	10
"	Ce P	1 70	.20	Dly	10
"	MiaSI	1.30	.20	Frequently	10
"	NykSI	1.40	.20	Frequently	10
San Salvador, Brazil (Bahia)	Mia P	1 28	20	Dly	10
"	Nyk P	1 58	.20	Dly	10
"	No P	1 54	.20	Dly	10
"	Bro P	1 64	.20	Dly	10
"	Lgs P	1 94	.20	Dly	10
"	Hu P	1 72	.20	Dly	10
"	Ce P	1 67	.20	Dly	10
"	NykSI	1.37	.20	Frequently	10
"	MiaSI	1.27	.20	Frequently	10
St. Johns, B. W. I.	No P	.96	32	.....	10
"	Bro P	1.10	43	.....	10
"	Mia P	.45	32	.....	10
"	Nyk P	.56	32	.....	10
"	Hu P	1 18	43	.....	10
"	Ce P	1 13	43	.....	10
"	Lgs P	1.35	43	.....	10
St. Kitts, N. W. I.	Mia K	.71	32	M	10
St. Lucia, B.W.I.	Mia P	.53	32	Dly	10
"	Nyk P	.67	32	T,Th,Sa	10
"	No P	1 00	32	Dly exc. Su	10
"	Bro P	1.07	43	Dly exc. Su	10
"	Lgs P	1 39	43	Dly exc. Su	10
"	Hu P	1 15	43	Dly	10
"	Ce P	1 10	43	Dly	10
St. Martin, N.W.I.	Mia K	68	32	M	05
St. Thomas, V.I.	Mia P	39	32	Twice Dly	05
"	Nyk P	51	32	Dly	05
Siguatepeque, Hond.	No TA	46	....	M,W,F	10
Siuna, Nicaragua	No TA	56	....	M,W,F	10
Sixaola, Costa Rica	No TA	57	....	M,W,F	10
Talara, Peru	Mia P	.84	.10	Dly	10
"	No P	1 04	.20	Dly	10
"	Bro P	1.05	.20	Dly	10
"	Lgs P	1.28	.20	Dly	10
"	Hu P	1.11	.20	Dly	10
"	Ce P	1.07	.20	Dly	10
"	NykPI	.73	.10	T,W,Th,Sa	10
"	WaPI	.73	.10	T,W,Th,Sa	10
Tampico, Mexico	Bro P	10	.10	Dly	05
"	Lgs P	76	.10	Dly	05
"	Hu P	15	.10	Dly	05
"	Ce P	13	.10	Dly	05
Tapachula, Mexico	Mia P	42	10	Dly	05
"	No P	39	10	Dly	05
"	Bro P	34	10	Dly	05
"	Lgs P	88	.10	Dly	05
"	Hu P	42	10	Dly	05
"	Ce P	37	.10	Dly	05
Tegucigalpa, Honduras	Mia P	.47	.10	Dly	10
"	No TA	44	.10	M,W,F	10
"	No P	.44	.10	Dly	10
"	Bro P	.45	.10	Dly	10
"	Lgs P	.61	10	Dly	10
"	Hu P	53	10	Dly	10
"	Ce P	48	10	Dly	10
Tela, Honduras	No TA	.49		M,W,F	10
Tempisque, Costa Rica	No TA	58		M,W,F	10
Trujillo, Honduras	No TA	.51	....	M,W,F	10
Tucuman, Argentina	Mia P	1.31	20	Su,T,F	10
"	No P	1.44	20	M,Th,Sa	10
"	Bro P	1.44	20	M Th,Sa	10
"	Lgs P	1.56	20	Su,W,F	10
"	Hu P	1.48	20	M,Th,Sa	10
"	Ce P	1.46	20	M,Th,Sa	10
Tumaco, Colombia	Mia P	73	10	Su	10
"	No P	1 14	20	F	10
"	Bro P	1 17	20	F	10
"	Lgs P	1 44	20	Th	10
"	Hu P	1 25	20	W,Sa	10
"	Ce P	1 20	20	W,Sa	10
Tuxpan, Mexico	Bro P	18	.10	Dly	05
"	Lgs P	74	.10	Dly	05
"	Hu P	.26	.10	Dly	05
"	Ce P	21	.10	Dly	05
Tuxtla, Gutierrez, Mex.	Mia P	.62	.10	Dly except Sa	05
"	No P	.59	.10	Dly except F	05
"	Bro P	.42	.10	Dly except Sa	05
Tuxtla, (cont'd)	Lgs P	83	10	Dly except F	05
"	Hu P	50	10	Dly	05
"	Ce P	45	.10	Dly	05
Uyuni, Bolivia	Mia P	1 22	20	T,F	10
"	No P	1 36	20	M,Th	10
"	Bro P	1 37	20	M,Th	10
"	Lgs P	1 52	20	Su,W	10
"	Hu P	1 42	20	M,Th	10
"	Ce P	1 40	20	M,Th	10
Varadero, Cuba	Mia P	12	10	Dly	08
Veracruz, Mexico	Mia P	57	32	Dly	05
"	No P	53	32	Dly	05
"	Bro P	28	17	Dly	05
"	Lgs P	76	32	Dly	05
"	Dl P	42	32	Dly	05
"	Fv B	42	32	Dly	05
"	Lo B	28	17	Dly	05
"	Sa B	35	17	Dly	05
"	Hu P	36	.17	Dly	05
"	Ce P	31	.17	Dly	05
Victoria, Brasil	Mia P	1 41	.20	Sa	10
"	Nyk P	1 66	.20	Th,Sa	10
"	No P	1 59	.20	Th	10
"	Bro P	1 73	.20	Th	10
"	Lgs P	2 03	.20	W	10
"	Hu P	1 81	.20	Th	10
"	Ce P	1 76	.20	Th	10
Victoria de las Tunas, Cuba	Mia P	15	10	Dly	08
Villahermosa, Mexico	Mia P	47	10	Dly	05
"	No P	43	.10	Dly	05
"	Bro P	40	.10	Dly	05
"	Lgs P	83	.10	Dly	05
"	Hu P	48	.10	Dly	05
"	Ce P	43	.10	Dly	05
Villavicencio, Col.	Mia P	85	.10	Dly	10
"	No P	1 12	.20	Dly	10
"	Bro P	1 15	.20	Dly	10
"	Lgs P	1 42	.20	Dly	10
"	Hu P	1 23	.20	Dly	10
"	Ce P	1 18	.20	Dly	10
Volcan, Costa Rica	No TA	.57	32	M,W,F	10
Waspan, Nicaragua	No TA	60	32	M,W,F	10
Yoro, Honduras	No TA		.32	M,W,F	10

ATLANTIC ROUTES

Destination	Gateway & Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per $100 Value	Depart	Mail per ½ Oz.
Aalborg, Denmark	NykSI	1.45	.25	Sa,M,W,F	.15
"	Nyk K	1.45	....	M,W,F	.15
Aarhus, Denmark	NykSI	1.44	.15	S,M,W,F	.15
Accra, Gold Coast	Nyk P	1.89	.20	M,Th	.25
"	NykBO	2.03	....	.....	.25
"	Bw P	1.86	.20	M,Th	.25
Aden	NykBO	2.13	.25	Thrice Wkly	.25
Addis Ababa, Ethiopia	NykAF	2.97	....	.....	.25
"	NykBO	2.21	.25	.....	.25
Aguel Hoc, Fr. W. Afr.	NykAF	2.01	....	Thrice Wkly	.25
Ahmedabad, India	NykBO	2.38	....	Su,T,F	.25
Ajaccio, Fr. Corsica	NykAF	1.40	....	Thrice Wkly	.25
Ajadir, Morocco	NykAF	1.69	....	Thrice Wkly	.25
Algiers, Algeria	NykTW	1.32	.25	Th	.15
Allahabad, India	NykBO	2.42	....	Su, T,F	.25
Amsterdam, Netherlands	NykAO	1.15	.20	Su, T,Th	.15
"	NykAF	1.34	....	Six Wkly	.15
"	NykSI	1.25	.25	Frequently	.15
"	NykSS	1.61	.25	Sa,M,W,F	.15
"	NykK	1.29	....	Dly	.15
"	NykBO	1.29	.25	Su,T,Th,F,Sa	.15
"	Nyk S	1.15	....	M,T,W,Th	.15
Ankara, Turkey	Nyk P	2.01	.20	F	.15
"	Bw P	1.98	.20	Sa	.15
"	Wa P	2.05	.20	Sa	.15
"	NykAF	2.48	....	Thrice Wkly	.15
"	NykBO	2.00	.25	T	.15
"	Nyk K	1.73	....	.....	.15
**Antwerp, Belgium	NykAO	1.12	.20	Dly	.15
"	Nyk K	1.12	....	Dly except Su	.15
"	Nyk S	1.12	.25	M,T,W,Th	.15
Aoulef, Morocco	NykAF	1.69	....	.....	.15
Asmara, Ethiopia	NykAF	2.72	....	.....	.25
"	NykBO	2.07	.25	Su,Th,Sa	.15
Atar, Fr. W. Africa	NykAF	2.10	....	.....	.15
Athens, Greece	NykTW	1.57	.25	Su,M,T	.15
"	Wa TW	1.77	.25	F,Sa	.51
"	Cg TW	1.85	.25	M,Sa	.15
"	Ph TW	1.85	.25	Sa	.15
"	Bw TW	1.70	.25	M,W,Sa	.15
"	Do TW	1.82	.25	M,F	.15
"	NykSW	1.28	.25	Sa	.15
"	NykAF	1.73	....	Frequently	.15
"	Nyk S	1.57	.25	Weekly	.15
"	NykSI	1.70	.25	M,T,W,Th,Sa	.15
"	NykSA	1.73	.25	Frequently	.15
"	NykBO	1.73	.25	.....	.25
Auckland, N. Z.	NykBO	3.89	....	Su	.25
Augusta, Italy	NykBO	1.51	....	Su,T,F	.15
Bagdad, Iraq	NykAF	1.91	....	Su,T,F,Sa	.25
"	NykBO	1.90	.25	Weekly	.25
"	NykSI	2.35	.25	T,Th,Sa	.25
"	Nyk K	1.91	.37½	Frequently	.25
"	Nyk P	1.76	.20	.....	.25
"	Bw P	1.73	.20	.....	.25
Bahrein, Egypt	NykBO	2.05	....	Su,T,Th,F,Sa	.25
"	NykSI	2.40	.25	Frequently	.25
Bangalore, India	NykBO	2.70	....	Su,T,F	.25
Bangui, Belg. Congo	NykAF	3.18	....	Weekly	.25
Bangkok, Siam	Nyk K	2.60	37½	.....	.25
"	Nyk P	2.46	.20	W,Sa	.15
"	NykSI	2.60	.25	Frequently	.15
"	NykBO	2.60	.25	Su,T	.15
**Barcelona, Spain	NykAO	1.58	.20	Su,T,Th,	.15
"	NykSA	1.57	.25	.....	.15
Basle, Switzerland	Nyk K	1.35	....	Dly except Sa	.15
"	Nyk S	1.20	.25	M,T,W,Th,Sa	.15
"	NykAF	1.36	.25	Six Wkly	.15
"	Nyk SS	1.68	.25	Sa,M,W,F	.15
"	NykSA	1.35	.25	.....	.15
Basrah, Iraq	NykAF	2.00	....	.....	.25
"	Nyk K	2.00	37½	.....	.25
"	NykBO	2.00	....	Su,T,Th,F,Sa	.25
"	NykSI	2.40	.25	Frequently	.25
Bastia, Corsica	NykAF	1.40	....	Six Wkly	.15
"	NykSI	2.95	.25	Frequently	.25
Batavia, Java	NykAF	1.78	....	.....	.25
Beirut, Lebanon	NykBO	1.78	....	Sa	.25
"	NykSI	2.25	.25	Frequently	.25
"	Nyk P	1.62	.20	.....	.25
"	Bw P	1.59	.20	.....	.25
**Belfast, N. Ireland	NykAO	1.16	.20	Dly	.15
**Belgrade, Yugoslavia	NykAO	1.54	.20	Su,T,Th	.15
"	Nyk K	1.68	.25	Three Wkly	.15
Bengasi, Libya	NykAF	1.91	....	.....	.15
Bergen, Norway	Nyk SS	1.49	.25	Sa,M,W,F	.15
Berlin, Germany	NykAO	1.29	.20	W,F	.15
"	NykBO	1.44	....	Su,T,Th,F,Sa	.15
"	Nyk K	1.44	....	.....	.25
Bone, Algeria	NykAF	1.55	....	Dly	.25
Bordeaux, France	NykAF	1.35	....	Thrice Wkly.	.25
Bombay, India	NykTW	2.23	.25	Su,W,Th,Sa	.25
"	WaTW	2.52	.25	Sa	.25
"	Ph TW	2.50	.25	Sa	.25
"	NykBO	2.47	....	Su,T,F	.25
"	NykSI	2.45	.25	Frequently	.25
Bordeaux, France	NykBO	1.35	....	Su,T,Th,F,Sa	.15
Bowen, Australia	NykBO	3.38	....	Su,T,F	.25
Brazzaville, Fr. Eq. Af.	NykAF	2.43	....	Wkly	.25
Brussels, Belgium	Nyk P	1.26	.20	Dly	.15
"	By P	1.23	.20	Su,F	.15
"	Wa P	1.28	.20	M	.15
"	Nyk SS	1.65	.25	Sa,M T,W,F	.15
"	NykAF	1.30	....	.....	.15
"	NykAO	1.19	.20	Su,T,Th	.15
"	Nyk K	1.31	....	Dly	.15
"	NykBO	1.26	....	Su,T,Th,F,Sa	.15
"	Nyk S	1.12	....	M,T,Th,Sa	.15
"	NykSW	.92	.25	Frequently	.15
**Bucharest, Rumania	NykAO	1.69	.20	Su,T,Th,	.25
Bulawayo, S. Rhodesia	NykBO	2.69	....	T,Th,Sa	.25
"	NykBO	2.57	....	T,F	.25
"	Nyk S	2.85	....	M,T,W,Th,Sa	.25
Cairo, Egypt	NykTW	1.62	.25	Dly	.15
"	WaTW	1.90	.25	M,Sa	.15
"	BwTW	1.83	.25	M,F	.15
"	Pa TW	1.88	.25	M,Sa	.15
"	Cg TW	1.98	.25	Sa	.15
"	Do TW	1.92	.25	Sa	.15
"	NykAF	1.77	....	Twice Wkly.	.15
"	NykBO	1.77	....	Su,T,Th,F,Sa	.15
"	Nyk S	1.62	....	M,T,W,Th,Sa	.25
"	Nyk K	1.77	....	M,F	.15
"	NykSI	1.83	.25	Frequently	.15
"	NykSW	1.46	.25	Frequently	.15
"	Nyk P	1.62	.20	.....	.15
"	Bw P	1.59	.20	.....	.25
Calcutta, India	Nyk P	2.31	.20	W,Sa	.25
"	Bw P	2.28	.20	W,Sa	.25
"	NykBO	2.45	....	Twice Wkly.	.25
"	Nyk K	2.45	....	.....	.25
"	NykSI	2.45	.25	Frequently	.25
Capetown, U. of S. Af.	NykBO	3.20	....	T,Th,Sa	.25
Casablanca, Morocco	NykAF	1.54	....	Six Wkly	.15
Cawnpore, India	NykBO	2.48	....	Su,T,F	.25
**Christiansand, Nwy.	NykAO	1 34	.20	Su,T,Th	.15
"	Nyk K	1.47	....	Dly except Sa	.15
Cochin, India	NykBO	2.76	....	Su T,F	.25
Colombo, Ceylon	NykBO	2.53	....	Sa	.25
Copenhagen, Denmark	NykAO	1.23	.20	Su,T,Sa	.15
"	Nyk K	1.40	....	Dly	.15
"	BwAO	1.20	.20	Su,T,Sa	.15
"	NykBO	1.40	.25	T,Sa	.15
"	Nyk S	1.23	.25	M,T,W,Th,	.15
"	Nyk SS	1.40	.25	Sa,M,W,F	.15
"	NykSI	1.40	.25	Frequently	.15
Costermansville Belgian Congo	Nyk S	2.50	....	M,T,W,Th Sa	.15
Dakar, Senegal, Africa	Nyk P	1.68	.20	M,Th	.25
"	Bw P	1.65	.20	M,Th	.25
"	NykAF	1.79	....	Twice Wkly	.25
Damascus, Syria	NykAF	2.26	....	.....	.25
"	Nyk P	1.62	.20	M,W,Th	.25
"	Bw P	1.59	.20	M,W,Th	.25
"	NykSW	1. 43	.25	Frequently	.25
Dar-es-Salaam, Tanganyika	NykAF	3.47	....	Su,T,F	.25
"	NykBO	2.51	....	Su,T,F	.25
Darwin, Australia	NykBO	3.17	....	.....	.25
Deauville, France	NykBO	1.26	....	.....	.25
Delhi, India	NykBO	2.35	....	Su,T,F	.25
"	Nyk P	2.20	.20	.....	.25
"	Bw P	2.17	.20	.....	.25
"	Lgs P	2.40	.20	.....	.25
"	Sf P	2.40	.20	.....	.25
Dharhan, Saudi Arabia	WaTW	2.50	.25	Sa	.25

ATLANTIC ROUTES—*Continued*

Destination	Gateway & Airline	RATES (See No e) Per Lb. (Under 100 Lb.)	RATES (See No e) Per $100 Value	Depart	Mail per ½ Oz.
Dhahran (cont'd)	Ph TW	1.91	.25	Sa	.25
"	NykTW	2.46	.25	Su,T,Th,F	.25
"	NykSI	2.40	.25	Frequently	.25
"	Nyk P	1.91	.20		.25
"	Bw P	1.88	.20		.25
Dire Danona, Ethiopia	NykAF	2.87			.25
Djibouti, Fr. Somaliland	NykAF	2.81			.15
Douala, Fr. W. Africa	NykAF	2.37		Wkly	.25
**Dublin, Eire	NykAO	.96	.20	Dly	.15
"	Nyk K	1.49		Dly except T	.15
"	NykBO	1.06		Su,T,Ty,F,Sa	.15
Durban, U. of S. Af.	NykBO	2.92			.25
East London, U. of So. Africa	NykBO	3.08			.25
El Adem, Libya	NykAF	1.99			.15
"	NykBO	1.57		Su T,Th,F Sa	.15
El Golea, Fr. W. Africa	NykAF	1.62			.15
Elizabethville, Belgian Congo	Nyk S	2.29		M,T,W,Th,Sa	.25
Fes, Morocco	NykAF	1.60		Dly except Su	.15
Ft. Trinquiet, Fr. W. Af.	NykAF	1.97		Th	.15
Frankfort-am-Main, Germany	NykAO	1.20	.20	Dly	
"	Bw AO	1.17	.20	Th	.15
"	Wa AO	1.22	.20	T,F	.15
"	Ph AO	1.21	.20	T,F	.15
"	Nyk P	1.20	.20	Dly	.15
"	Bw P	1.17	.20	Su,F	.15
"	NykBO	1.34		Su,T,Th,F,Sa	
"	Nyk S	1.22		Su,M,T,W, Th,Sa	
"	Nyk SS	1.63	.25	Sa,Su,T,Th	.15
"	Nyk K	1.34			
"	NykSI	1.35	.25	Frequently	
"	NykSW	.97	.25	Frequently	.15
Gander, N. F.	Wa TW	.41	.20	M,Sa	.10
"	Ph TW	.39	.20	M,Sa	.10
"	NykTW	.38	.20	Daily	.10
"	Bw TW	.35	.20	M,F	.10
"	Do TW	.46	.20	Sa	.10
"	Cg TW	.49	.20	Sa	.10
"	NykAO	.38	.20	Dly	.10
"	Bw AO	.35	.20	T	.10
"	Ph AO	.39	.20	T,F	.10
"	Wa AO	.40	.20	T,F	.10
"	Nyk P	.38	.10	Dly	.10
"	Bw P	.35	.10	F,Su	.10
"	Nyk SS	.38	.20	Sa,M,W,F	.10
"	NykSA	.38			.10
"	NykAF	.38		Six Wkly	.10
"	Nyk K	.38	Dly	except M	.10
"	NykSI	.35	.25	Frequently	.10
Gao, Fr. W. Africa	NykAF	2.10		Th	.15
Geneva, Switzerland	NykTW	1.19	.25	M,T,W,F,Sa	.15
"	WaTW	1.39	.25	M,Sa	.15
"	BwTW	1.32	.25	M,F	.15
"	Ph TW	1.37	.25	W,Sa	.15
"	Do TW	1.44	.25	Sa	.15
"	Cg TW	1.47	.25	Sa	.15
"	NykSI	1.35	.25	Frequently	.15
"	Nyk K	1.35		Su,M,W,Th	.15
"	NykAF	1.35		Six Wkly	.15
** "	NykAO	1.34	.20	Dly	.15
"	NykBO	1.35		Su,T,Th,F,Sa	.15
"	Nyk S	1.20		M,T,W,Th,Sa	.15
"	NykSA	1.35			.15
"	Nyk SS	1.71	.25	Sa,M,W,F	.15
"	NykSW	.99	.25	Frequently	.15
Gibraltar	NykBO	1.60			.15
Glasgow, Scotland	Nyk K	1.11		T,Th,Su,M	.15
"	NykAO	.96	.20	M,Th,Sa	.15
"	Bw AO	.93	.20	Sa	.15
"	Nyk SS	1.11	.25	Sa,M,T,W,F	.15
**Gothenburg, Sweden	NykSI	1.10	.25	Frequently	.15
"	NykAO	1.28	.20	Su,T,Sa	.15
"	Nyk SS	1.45	.25	Su,M,W,F	.15
"	Nyk K	1.41		M,W,F	.15
Haifa, Palestine	NykBO	1.45		Su,T,F	.15
**Hamburg, Germany	NykBO	1.92			.25
"	NykAO	1.51	.25	Su,T,Sa	.15
"	Nyk SS	1.49	.25	M,F	.15
"	NykBO	1.38		Su,T,Th,F,Sa	.15
"	Nyk S	1.23		M,T,W,Th,S	.15
"	Nyk K	1.38		Th	.15
Hamilton, Bermuda	NykSI	1.35	.25	Frequently	
"	Nyk P	.25	.10	Dly	.10
"	Nyk C	.25	.10	Dly	.10
"	Wa C	.25	.10	F	.10
Haugesund, Norway	NykBO	.25		M,W,Sa	.10
Helsinki, Finland	Nyk SS	1.51	.25	Sa,M,W,F	.15
"	NykAO	1.42	.20	T,Th,Sa	.15
"	Bw AO	1.39	.20	T	.15
"	Nyk SS	1.60	.25	Sa,M,W,F	.15
Hong Kong	NykBO	1.65			.15
"	NykBO	2.72			.25
"	Nyk P	2.59	.20		.25
"	Bw P	2.56	.20		.25
Hyderabad, India	NykSI	2.72	.25	Frequently	.25
Istanbul, Turkey	NykBO	2.57			.25
"	Nyk P	1.62	.20	W,Sa	.15
"	Bw P	1.59	.20	W,Sa	.15
"	NykBO	1.78		T,Th	.15
"	Nyk K	1.63		T	.15
Jerusalem, Palestine	NykSI	1.80	.25	Frequently	.15
"	NykTW	2.00	.25	Su,M,Th,F,Sa	.25
"	WaTW	2.04	.25	M,Sa	.25
"	Cg TW	2.12	.25	Sa	.25
"	Do TW	2.09	.25	Sa	.25
"	Bw TW	1.97	.25	M,F	.25
"	Ph TW	2.02	.25	M,Th,Sa	.25
Jerusalem (cont'd)	NykSA	2.00	.25		.15
Jidda, Saudi Arabia	NykBO	1.96			.25
Jodhpur, India	NykBO	2.42			.25
Johannesburg, U. of So. Africa	Nyk P	2.50	.20	M,Th	.25
"	Nyk K	2.68	.20	M,Th	.25
"	Bw P	2.47	.20	M,Th	.25
"	NykBO	2.68		T,Th,Sa	.25
"	Nyk S	2.50		M,T,W,Th	.25
Juba, Anglo Egypt, Sud.	NykSI	2.65	.25	Frequently	.25
"	NykAF	3.29		Thrice Wkly	.25
"	NykBO	2.26		Su,T,Th	.25
"	Nyk S	2.47		T,F	.25
Kaduna, Nig.	NykBO	1.98			.25
Kamaran Isl.	NykBO	2.10			.25
Kano, Nigeria	NykAF	2.21		Thrice Wkly	.25
"	NykBO	1.95		Su,T,Th,Sa	.25
"	Nyk K	2.05	.37½	M,F	.25
Karachi, Pakistan	Nyk P	2.13	.20	W,Sa	.25
"	Bw P	2.10	.20	Sa	.25
"	NykAF	2.27			.25
"	NykBO	2.27		Su,T,F	.25
"	Nyk K	2.27		Dly	.25
Karkstad, Sweden	NykSI	2.25	.25	Frequently	.25
Khartoum, Anglo Egypt, Sud.	Nyk SS	1.46	.25	Sa,M,W,F	.15
"	NykAF	2.04		Thrice Wkly	.25
"	NykBO	2.04		Su,T,Th,F,Sa	.25
Kindu, Belg. Congo	Nyk S	2.37		M,T,Th,F	.25
Kisumu, Kenya	NykAF	3.42		Thrice Wkly	.25
"	NykBO	2.37		T,Th,Sa	.25
Kristiansand, Norway	Nyk SS	1.48	.25	Sa,M,T,W,F	.15
Kuwait, Kuwait	Nyk P	1.91	.20		
"	Bw P	1.88	.20		
Lagos, Nigeria	NykAF	1.98		Wkly	.25
"	NykBO	1.98			.25
Lahore, India	NykBO	2.44			.25
Leopoldville' Belg. Congo	Nyk P	2.25	.20	M,Th	.25
"	Bw P	2.22	.20	M,Th	.25
"	Nyk S	2.25		M,T,W,Th,S	.25
"	Nyk K	2.43		M,F	.25
Libreville, Fr. Eq. Af.	NykAF	2.67			.25
Liege, Belgium	Nyk S	1.14		M,T,W,Th,Sa	.15
Lindi, Tanganyika	NykAF	3.55			.25
Lisbon, Portugal	Nyk P	1.01	.20	Dly except S	.15
"	Bw P	.98	.20	T	.15
"	NykTW	1.01	.25	Su,M,W,Th,F	.15
"	Bw TW	1.17	.25	F	.15
"	NykSI	1.20	.25	Frequently	.15
"	Nyk K	1.75		M,W,F	.15
"	Nyk S	1.52		M,T,W,Th,Sa	.15
"	NykBO	1.55	.25	Su,T,Th	.15
"	NykAF	1.55		Wkly	.15
London, England	NykAO	1.03	.20	Dly	.15
"	Bw AO	1.00	.30	W,Sa	.15
"	Wa AO	1.05	.20	F	.15
"	Ph AO	1.04	.20	F	.15
"	NykAF	1.29		Six Wkly	.15
"	Nyk P	1.03	.20	Dly	.15
"	Bw P	1.00	.30	F,Su	.15
"	Nyk K	1.31		Dly	.15
"	NykBO	1.17	.25	Su,T,Th,F,Sa	.15
"	Nyk SS	1.23	.25	Sa,M,W,F	.15
"	Nyk S	1.12		M,T,W,Th,Sa	.25
"	NykSI	1.10	.25	Frequently	.15
"	Ul T	1.13	.25		
"	Qy T	.98	.20		
"	NykTW	1.03			.15
Loudsor, Egypt	NykAF	2.25			.25
Lucknow, India	NykBO	2.48	.25	Su,T,F	.15
Luxembourg	Nyk S	1.16		M,T,W,Th,Sa	.25
Luxor, Egypt	NykBO	1.85	.25	Su,T,Th	.25
Lydda, Palestine	NykBO	1.81	.25	Su,T,Sa	.15
"	Nyk K	2.20		W,Sa	.25
"	Nyk S	1.62		Sa,M,T,W,Th	.15
"	NykTW	1.62			.25
Lyon, France	NykAF	1.27		Wkly	.25
Madras, India	NykBO	2.65	.25	Su,T,F	.15
Madrid, Spain	NykTW	1.32	.25	Su,M,W,Th,F	.15
"	Bw TW	1.13	.25	F	.15
"	Nyk K	1.70		M,W,F	.15
"	NykBO	1.32	.25	Su,T,Th	.15
Malakai, Anglo Egypt, Sud	NykSI	1.32	.25	Frequently	.15
"	NykAF	3.00			.25
"	NykBO	2.15	.25	Su,F,Sa	.25
**Malmo, Sweden	NykAO	1.42	.25	T,Th	.15
Malmo, Sweden	Nyk SS	1.43	.25	Sa,M,W,F	.15
Malta	NykBO	1.51	.25	Su,T,Th,F,Sa	.15
Manchester, England	Nyk K	1.43			.15
Marrakech, Morocco	NykAF	1.66			.25
Marseilles, France	NykAF	1.35		Six Wkly	.15
"	NykBO	1.38	.25	Su,T,Th,F	.15
"	Nyk SS	1.79	.25	Sa,M,W,F	.15
"	Nyk K	1.38		Sa	.15
Mauritius	NykAF	3.85		Wkly	.25
Meknes, Morocco	NykAF	1.61			.15
Melbourne, Australia	NykBO	3.44		Su,T,F	.25
Milan, Italy	Nyk S	1.35		Sa,M,T,W,Th	.15
"	NykSW	1.06	.25	Frequently	.15
Mogadiscio, Ethiopia	NykAF	3.04			.25
Mombasa, Kenya	NykBO	2.50	.25	Su,T,F	.25
Moscow, USSR	Nyk SS	1.91	.25	Sa,M,W,F	.15
Mulhouse, France	Nyk SS	1.68	.25	Sa,M,W,F	.15
"	Nyk S	1.20		Su,M,T,W, Th,Sa	.15
Munich, Germany	Nyk P	1.28	.20		.15
"	Bw	1.25	.20		.25
Nagpur, India	NykBO	2.59	.25	Su,T,F	.25
Nairobi, Kenya	NykAF	2.54			.25
Nairobi (cont'd)	NykBO	2.42	.25	Su,T,F	.25
Niamey, Fr. W. Af.	NykAF	2.22		Wkly	.25
Nice, France	NykAF	1.35		Six Wkly	.15
** "	NykAO	1.38	.20	Su,T,Th	.15
"	Nyk S	1.29		M,T,W,Th,Sa	.15
"	Nyk SS	1.83	.25	Sa,M,W,F	.15
Nicosia, Cyprus	NykBO	1.78	.25	T,Th,Sa	.15
Ojadi Halfa, Anglo Egypt, Sud.	NykAF	2.34			.25
Oran, Algeria	NykAF	1.54		Six Wkly	.15
Oslo, Norway	NykAO	1.20	.20		.15
"	Nyk K	1.41		Dly except Su	.15
"	NykAF	1.41		Six Wkly	.15
"	NykBO	1.41	.25	Su,T,F	.15
"	Nyk S	1.20		M,T,W,Th, F,Sa	.15
"	Nyk SS	1.41	.25	Sa,M,W,F	.15
Oujda, Morocco	NykAF	1.55			.15
Paris, France	Bw TW	1.22	.25	M,F	.15
"	NykTW	1.09	.25	Dly	.15
"	Ph TW	1.27	.25	M,Sa	.15
"	Wa TW	1.29	.25	M,Sa	.15
"	Do TW	1.34	.25	Sa	.15
"	Cg TW	1.37	.25	Sa	.15
"	Nyk SS	1.70	.25	Sa,M,W,F	.15
"	Nyk K	1.31		Dly	.15
"	NykAF	1.25			.15
"	NykBO	1.25	.25	Su,T,Th,F,Sa	.15
"	NykSI	1.20	.25	Frequently	.15
"	Nyk S	1.12		M,T,W,Th,Sa	.15
"	NykSW	.91	.25	Frequently	.15
Peshawar, India	NykBO	2.52	.25	Su,F	.25
Pisa, Italy	NykSW	1.08	.25	Frequently	.15
Pointe Noire, Fr. Eq. Af.	NykAF	2.47		Wkly	.25
Port Elizabeth Un. of S. Africa	NykBO	3.07		T,Th,Sa	.25
Port Etienne, Fr. W. Af.	NykAF	1.90		Th	.15
Port Harcourt, Nig.	NykBO	2.11	.25		.25
Port Sudan, Ang-Eg. Sudan	NykBO	1.99	.25	Su,Th	.25
Prague, Czech	Nyp P	1.30	.20	Dly	.15
"	Bw P	1.27	.20	Su,F	.15
"	Nyk K	1.44		Dly	.15
"	NykAF	1.44	.25		.15
** "	NykAO	1.34	.20	Su,T,Th	.15
"	NykBO	1.44	.25	Su,T,F,Sa	.15
"	NykSI	1.30	.25	Frequently	.15
"	Nyk S	1.30		M,T,W,Th,Sa	.15
"	NykSA	1.53			.15
"	Nyk SS	1.65	.25	Frequently	.15
Prestwick, Scotland	NykSW	1.03	.25	Sa,M,W,F	.15
"	Nyk K	1.11		T,Th,Sa	.15
"	NykAO	.96	.20	M,Th,Sa	.15
"	Bw AO	.93	.20	Sa	.15
"	Ul T	1.05	.25		
"	Qy T	.90	.20		
"	Nyk SS	1.11	.25	Sa,M,W,F	.15
Rabat, Morocco	NykBO	1.11		T,F	.15
Rangoon, India	NykAF	1.62		Dly	.15
Rawalpindi, India	NykBO	2.50		Su,T,F	.25
Reunion Islands	NykBO	2.50		Su,T,F	.25
Reykjavik, Iceland	NykAF	4.09			.25
"	Nyk SS	1.54	.25	Sa,M,W,F	.15
Roenne, Denmark	NykAO	.77	.20	T,Th,Sa	.15
Rome, Italy	Bw AO	.74	.20	T	.15
"	Nyk SS	1.44	.25	Sa,M,W,F	.15
"	NykTW	1.33	.25	Dly	.15
"	WaTW	1.53	.25	Sa	.15
"	BwTW	1.46	.25	M,F	.15
"	Ph TW	1.51	.25	M,Sa	.15
"	Do TW	1.58	.25	Sa	.15
"	Cg TW	1.61	.25	Sa	.15
** "	NykAO	1.50	.20	Su,T,Th	.15
"	Nyk K	1.49		T,Th,Sa	.15
"	NykAF	1.49			.15
"	NykBO	1.49	.25	Su,T,F	.15
"	Nyk S	1.33		M,T,Th	.15
"	Nyk SS	1.96	.25	Sa,M,T,W,F	.15
"	Nyk SI	1.50	.25	Frequently	.15
"	NykSW	1.12	.25	Frequently	.15
Salisbury, So. Rhod.	NykBO	2.61		T,Th,Sa	.25
Santa Maria, Azores	Nyk P	.78	.10	Dly except Su	.15
"	Bw P	.75	.10	T	.15
Sharjah, Saudi Arabia	NykAF	2.75			.25
Shanghai, China	NykBO	3.12			.25
"	Nyk P	2.86	.20		.25
"	Bw P	2.83	.20		.25
Shannon, Eire	Bw TW	1.03	.20	F	.15
"	NykTW	.92	.25	Dly	.15
"	Ph TW	1.08	.25	M,Sa	.15
"	Do TW	1.15	.25	Sa	.15
"	Wa TW	1.10	.25	M,Sa	.15
"	Cg TW	1.17	.25	Sa	.15
"	NykAO	.92	.20	Dly	.15
"	Bw AO	.89	.20	W,Th,Sa	.15
"	Wa AO	.94	.20	T	.15
"	Ph AO	.93	.20	T	.15
"	Nyk P	.92	.10	Dly	.15
"	Bw P	.89	.10	F,Su	.15
"	NykAF	1.06			.15
"	NykSW	.77	.25	Frequently	.15
"	Nyk SI	1.10	.25	Frequently	.15
"	Ul T	1.01	.25		
"	Qy T	.86	.20		
Singapore, Mal. St.	NykSA	1.06			.15
"	NykBO	2.76		Su,T,F	.25
"	Nyk K	2.76		Dly	.25
Sourabaya	NykBO	2.91		Su,T,Th	.25
Stanleyville, Bel. Congo	Nyk S	2.21		M,T,Th	.25
**Stavangar, Norway	NykAO	1.16	.20	T,Sa	.15

ATLANTIC ROUTES—*Continued*

Destination	Gateway & Airline	RATES (See Note) Per Lb. (Under 100 Lb.)	RATES (See Note) Per $100 Value	Depart	Mail per ½ Oz.
**Stavangar, (cont'd)	Nyk SS	1.50	.25	Th,Sa	.15
"	NykBO	1.42	.25	Su,T,Th,F	.15
Stockholm, Sweden	NykAO	1.28	.20	Su,M,T,Th,Sa	.15
"	Bw AO	1.25	.20	T	.15
"	Nyk K	1.47	....	Dly	.15
"	NykAF	1.63	....	Six Wkly	.15
"	NykBO	1.47	.25	Su,F	.15
"	Nyk S	1.28	....	M,T,Th	.15
"	Nyk SS	1.47	.25	Sa,M,W,F	.15
"	Nyk SI	1.40	.25	Frequently	.15
Strasbourg, France	NykAF	1.31	....	....	.15
Sydney, Australia	NykBO	3.55	....	Su,T,F	.25
Takoradi, G. C.	NykBO	2.07	....	....	.25
Tamatave, Madagascar	NykAF	3.90	....	Wkly	.25
Tananarive, Madagascar	NykAF	3.85	....	Wkly	.25
Tanga, Tanganyika	NykBO	2.54	....	Su,T,F	.25
Tangiers, Morocco	NykAF	1.72	....	....	.15
Teheran, Iran	NykAF	2.00	....	Wkly	.25
"	NykBO	2.00	.25	F	.25
"	Nyk K	2.00	....	T	.25
"	Nyk SI	2.55	.25	Frequently	.25
Tel Aviv, Palestine	Nyk SI	2.25	.25	Frequently	.25
Tindouf, Fr. W. Af.	NykAF	1.83	....	....	.15
Toulouse, France	NykAF	1.34	....	....	.15
Tripoli, Libya	NykAF	1.76	....	....	.15
"	Nyk K	1.81	....	....	.15
Trivandrum, India	NykBO	2.79	....	Su,T,F	.25
Trondheim, Norway	Nyk SS	1.50	.25	Sa,M,W,F	.15
Tunis, Tunisia	NykTW	1.37	.25	Th	.15
"	NykAF	1.57	....	....	.15
"	Nyk K	1.67	....	M,F	.15
Usumbura, Bel. Congo	Nyk S	2.43	....	M,T,W,Th,Sa	.25
Vienna, Austria	Nyk P	1.36	.20	Dly	.15
"	Bw P	1.33	.20	Su,F	.15
** "	NykAO	1.36	.20	Dly	.15
"	NykBO	1.50	....	Su,T,Sa	.15
"	Nyk SI	1.35	.25	Frequently	.15
Visby, Sweden	Nyk SS	1.53	.25	Sa,M,W,F	.15
Wadi Haifa, Ang. Eg.					
"	NykBO	1.92	.25	Su,T,Th,Sa	.15
**Warsaw, Poland	NykAO	1.46	.20	Su,T,Th	.25
"	NykSA	1.65	....	....	.15
"	Nyk SS	1.71	.25	Sa,M,W,F	.15
Zurich, Switzerland	Nyk K	1.37	....	M,W,F	.15
"	NykAF	1.38	....	Six Wkly	.15
"	Nyk S	1.20	....	M,T,W,Th,Sa	.15
** "	NykAO	1.31	.20	Dly	.15
** "	WA AO	1.33	.20	T,F,	.15
** "	Ph AO	1.32	.20	T,F,	.15
** "	Bw AO	1.28	.20	Th	.15
"	Nyk SA	1.35	....	....	.15
"	Nyk SS	1.69	.25	Sa,M,W,F	.15
"	Nyk SI	1.30	.25	Frequently	.15

ALASKA ROUTES

Anchorage	Ste P	.60	.10	Dly	.05
"	SteNW	.60	.10	Dly	.05
"	MsNW	1.03	.10	Thrice Wkly	.05
Fairbanks	Ste P	.40	.20	Dly	.05
Galena	Ste P	.57	.10	....	.05
Juneau	Ste P	.30	.10	Twice Dly	.05
Ketchikan	Ste P	.25	.10	Twice Dly	.05
Nome	Ste P	.55	.20	Su,T,W,F	.05
Tanacross	Ste P	.50	.10	....	.05
Whitehorse, Canada	Ste P	.55	.10	Su,T,W,F	.50

CANADIAN ROUTES

Destination	Gateway & Airline	RATES (See Note) Per Lb. (Under 100 Lb.)	RATES (See Note) Per $100 Value	Depart	Mail per ½ Oz.
Calgary, Alb.	Nyk T	1.02	†	Dly	.05
Edmonton, Alb.	Nyk T	1.06	†	Dly	.05
Fort William, Ont.	Nyk T	.36	....	Dly	.05
Halifax, N. S.	Nyk T	.31	†	Dly	.05
Lethbridge, Alb.	Nyk T	.84	†	Dly	.05
"	Cub W	.04	†	Dly	.05
London, Ont.	Nyk T	.18	†	Dly	.05
Moncton, N. B.	Bb NE	.08	†	Dly	.05
"	Bb T	.16	....	Dly	.05
Montreal, Que.	Nyk C	.12	†	Dly	.05
"	Nyk T	.12	†	Dly	.05
"	Bf T	.12	....	Dly	.05
"	Jg NE	.04	†	Dly	.05
North Bay, Ont.	Nyk T	.22	†	Dly	.05
Ottawa, Ont.	Nyk T	.16	†	Dly	.05
"	Nyk C	.16	†	Dly	.05
Regina, Sask.	Nyk T	.80	†	Dly	.05
St. John, N. B.	Nyk T	.31	†	Dly	.05
St. Johns, N. F.	Nyk T	.58	†	Dly	.05
Sydney, N. S.	Nyk T	.36	†	Dly	.05
"	Bb T	.27	....	Dly	.05
Toronto, Ont.	Nyk A	.07	†	Dly	.05
"	Nyk T	.12	†	Dly	.05
Vancouver, B. C.	Ste U	.04	†	Dly	.05
"	NykU	.96	†	Dly	.05
"	Nyk T	.96	†	Dly	.05
Victoria, B. C.	Nyk T	1.06	....	Dly	.05
Windsor, Ont.	Nyk A	.09	†	Dly	.05
"	Cg A	.06	†	Dly	.05
"	Nyk T	.20	†	Dly	.05
"	Cg T	.12	....	Dly	.05
Winnipeg, Man.	GfNW	.04	†	Dly	.05
"	Nyk T	.60	†	Dly	.05

PACIFIC ROUTES

(Mail rate to points other than United States territories figured on a half-ounce basis.)

Auckland, N. Z.	Lgs P	2.06	.20	F	.25
"	Sf P	2.06	.20	F	.25
Bangkok, Siam	Lgs P	2.96	.20	M,Th	.25
"	Sf P	2.96	.20	M,Th	.25
Calcutta, India	Lgs P	3.27	.20	M,Th	.25
"	Sf P	3.27	.20	M,Th	.25
Canton Island	Lgs P	1.36	.20	Su,W,F	.05
"	Sf P	1.36	.20	Su,W,F	.05
Guam	Lgs P	2.00	.20	Thrice Wkly	.05
"	Sf P	2.00	.20	Thrice Wkly	.05
Hong Kong	Lgs P	2.67	.20	....	.25
"	Sf P	2.67	.20	....	.25
"	Nyk P	2.72	.20	....	.25
"	Bw P	2.69	.20	....	.25
"	Wa P	2.74	.20	....	.25
"	Sf PH	2.50	.25	W,Sa	.25
"	CleNW	2.69	.20	....	.25
"	MkeNW	2.66	.20	....	.25
"	PitNW	2.70	.20	....	.25
"	WaNW	2.71	.20	....	.25
"	SteNW	2.50	.20	....	.25
"	CgNW	2.66	.20	....	.25
"	DoNW	2.68	.20	....	.25
"	MsNW	2.64	.20	....	.25
"	NykNW	2.73	.20	....	.25
Honolulu, T. H.	Sf P	71	10	Dly	05
"	Lgs P	71	10	Dly	05
"	Sf U	71	10	Dly	05
"	Lgs U	.71	10	Dly	05
Manila	Lgs P	2.50	20	Four Wkly	25
"	Sf P	2.50	20	Four Wkly	25
"	Nyk P	2.89	.20	Four Wkly	.25
"	Bw P	2.86	.20	Four Wkly	.25
"	NykNW	2.73	.43	Thrice Wkly	25
"	Cg NW	2.66	.43	Thrice Wkly	25

PACIFIC ROUTES—*Continued*

Destination	Gateway & Airline	RATES (See Note) Per Lb. (Under 100 Lb.)	RATES (See Note) Per $100 Value	Depart	Mail per ½ Oz.
Manila, (cont'd)	Ms NW	2.64	.43	Thrice Wkly	25
"	Ste NW	2.50	.43	Thrice Wkly	25
"	An NW	2.40	.43	Thrice Wkly	25
"	CleNW	2.69	.20	....	25
"	DoNW	2.68	.20	....	25
"	LgsNW	2.50	.20	....	25
"	MkeNW	2.66	.20	....	25
"	PitNW	2.70	.20	....	25
"	SfNW	2.50	.20	....	25
"	WaNW	2.71	.20	....	25
"	Sf PH	2.50	.25	W,Sa	25
Midway	Lgs P	1.18	20	Thrice Wkly	05
"	Sf P	1.18	20	Thrice Wkly	05
Noumea	Lgs P	2.01	.20	W,Sa	05
"	Sf P	2.01	.20	W,Su	05
Okinawa	NykNW	2.73	.43	Thrice Wkly	05
"	Cg NW	2.66	.43	Thrice Wkly	05
"	MsNW	2.64	.43	Thrice Wkly	05
"	SteNW	2.50	.43	Thrice Wkly	05
"	CleNW	2.69	.20	....	25
"	DoNW	2.68	.20	....	25
"	LgsNW	2.50	.20	....	25
"	MkeNW	2.66	.20	....	25
"	PitNW	2.70	.20	....	25
"	SfNW	2.50	.20	....	25
"	WaNW	2.71	.20	....	25
Seoul, Korea	NykNW	2.63	43	Thrice Wkly	25
"	Cg NW	2.56	43	Thrice Wkly	25
"	Ms NW	2.49	43	Thrice Wkly	25
"	Ste NW	2.40	43	Thrice Wkly	25
"	An	2.30	43	Thrice Wkly	25
"	CleNW	2.59	.20	....	25
"	DoNW	2.58	.20	....	25
"	LgsNW	2.40	.20	....	25
"	MkeNW	2.56	.20	....	25
"	PitNW	2.60	.20	....	25
"	SfNW	2.40	.20	....	25
"	WaNW	2.61	.20	....	25
Shanghai, China	Lgs P	2.50	20	Th,Su	25
"	Ste P	2.50	20	Th,Su	25
"	NykNW	2.73	43	Thrice Wkly	25
"	CleNW	2.69	.20	....	25
"	DoNW	2.68	.20	....	25
"	LgsNW	2.50	.20	....	25
"	MkeNW	2.66	.20	....	25
"	PitNW	2.70	.20	....	25
"	SfNW	2.50	.20	....	25
"	WaNW	2.71	.20	....	25
"	Cg NW	2.66	43	Thrice Wkly	25
"	Ms NW	2.64	43	Thrice Wkly	25
"	Ste NW	2.50	43	Thrice Wkly	25
"	An NW	2.35	43	Thrice Wkly	25
"	Sf PH	2.50	25	W,Sa	25
Suva	Lgs P	1.75	20	W,F,Sa	05
"	Sf P	1.75	20	W,F,Su	05
Sydney, Australia	Lgs P	2.36	.20	Twice Wkly	25
"	Sf P	2.36	20	Twice Wkly	25
Tokyo, Japan	NykNW	2.58	43	Thrice Wkly	25
"	Cg NW	2.51	43	Thrice Wkly	25
"	CleNW	2.54	.20	....	25
"	DoNW	2.53	.20	....	25
"	LgsNW	2.50	.20	....	25
"	MkeNW	2.51	.20	....	25
"	PitNW	2.55	.20	....	25
"	SfNW	2.35	.20	....	25
"	WaNW	2.56	.20	....	25
"	Ms NW	2.49	.43	Thrice Wkly	25
"	Ste NW	2.35	43	Thrice Wkly	25
"	An NW	2.25	43	Thrice Wkly	25
"	Lgs P	2.35	20	....	25
"	Sf P	2.35	20	....	25
"	Nyk P	3.24	.20	....	25
"	Bw P	3.21	.20	....	25
Wake	Lgs P	1.54	20	Five Wkly	05
"	Sf P	1.54	20	Five Wkly	05

NOTE: Pan American Airways requires the prepayment of all charges, plus a fixed off-line deposit to cover costs of transshipment and reforwarding to final destination of the shipment. This off-line deposit consists of poundage charges from London to final destination of shipment, plus transshipment bonded entry fee in England, and trucking charge to airport of despatch in England. Transshipment bonded entry fee in England is as follows: one package or first package of a lot shipment—$1.00; each additional package—$.32; excess valuation charge on shipments valued for carriage in the airwaybill in excess of U.S. $400, for each additional $400 (over the first $400)—$.32. Trucking charge to airport of despatch in England is $.02 per pound, with no minimum charge.

International Air Cargo and Mail Tables are a standard feature in AIR TRANSPORTATION . . . This is another typical service for air shippers who require up-to-the-minute data. The rates appearing in this issue were current at presstime.

PROPOSED AIR FREIGHT FORWARDER REGULATIONS

EXPLANATORY STATEMENT

ECONOMIC Regulations recommended for regulating air freight forwarders provide a classification of air carriers, to be designated as air freight forwarders, and relieve such carriers from certain provisions of Titles IV and VI of the Act with respect to interstate, overseas, and foreign air transportation of property only.

Under the recommended exemption the Board would grant the forwarders the authority to operate as an indirect common carrier of property by air without obtaining a certificate of public convenience and necessity pursuant to Section 401 of the Act. However, carriers covered by the regulations are subject to the other provisions of Title IV of the Act, except those which by their terms are inapplicable.

No limitation is imposed upon the number of carriers which may receive the benefit of the regulation, nor upon the points between which such carriers may render service. Any person falling within the classification established by paragraph (b) of the regulation and not excluded by the provisions of paragraph (a) will be permitted to begin operations following the filing of an application for a Letter of Registration pursuant to paragraph (f) (1) and on or after the effective date of a valid tariff for the services to be rendered, filed in accordance with section 403 of the Act.

The regulation does not relieve carriers from the necessity of complying at all times during their operations with the sections of the Act from which such carriers are not exempted by paragraph (e). For example, there is no exemption from the Board's tariff requirements as set forth in the Act and the regulations issued pursuant thereto, and all operations under this regulation must be conducted pursuant to the carriers' validly filed and effective tariffs. Likewise, by way of further example, air freight forwarders are made subject to Section 412 of the Act and are required to file for Board approval all those agreements between such carriers and any other carrier which are of the nature described in Section 412.

Air freight forwarders are given no authority to operate aircraft. With respect to the air movement of property, they are limited to the use of common carrier air services conducted pursuant to tariffs on file with the Board, except that they may use additionally the services of irregular air carriers utilizing small aircraft (as defined by Section 292.1 of the Economic Regulations), which small irregular air carriers are not at present required to file tariffs. Thus, air freight forwarders must maintain essentially the relationship of a shipper to the underlying direct air carrier, and may not ship property by air at special rates based on agreements or contracts with such direct carrier.

The regulation also does not relieve an air freight forwarder from the provisions of Section 408 of the Act dealing with approval of consolidations, mergers, and acquisitions of control. In this connection, it should be noted that since the prohibitions of Section 408 run to the person acquiring control of an air carrier and the Board's exemption power extends only to air carriers, the Board has no authority to relieve surface carriers controlling indirect air carriers from the provisions of Section 408. The Board approval also is required for the acquisition of control of an indirect air carrier by a direct air carrier. The Letter of Registration each air freight forwarder is required to obtain is nontransferable and subject to suspension and revocation by the Board.

Although the regulations provide that no provision of any rule or regulation issued pursuant to Subsection 407(d) shall be applicable to air freight forwarders unless the rule expressly so provides, Paragraph 5(g) sets forth specifically certain data which must be submitted quarterly in a Statistical Report by all air freight forwarders and requires the preservatiop of the records upon which these reports are based. In connection with the Statistical Report, it may be noted that some measure of the consolidation operations carried on by the air freight forwarders will be afforded by the variance between the reported number of shipments received by them for carriage by air (subparagraph (g)(3)(i), and the reported number of shipments consigned by them to carriers by air (subparagraph (g)(3)(ii).

The requirement for a reasonable minimum amount of insurance for personal liability and for property damage, and to cover loss or damage to property belonging to shippers or consignees while in transit is for the protection of the general public and the shippers of goods, and conforms to the requirements imposed by the Interstate Commerce Commission in connection with the transportation of property by the motor carriers. The requirement that freight bills shall be paid within a reasonable time is for the protection of the direct air carriers.

(a) Applicability. This section shall not apply to any air carrier authorized by a certificate of public convenience and necessity to engage in air transportation or to any non-certificated air carrier engaged in air transportation pursuant to special or individual exemption by the Board or pursuant to exemption created by any section of the Economic Regulations.

(b) Classification. There is hereby established a classification of indirect air carriers to be designated as "air freight forwarders." An air freight forwarder shall be defined to mean "any person who holds himself out to the general public to transport or provide transportation of property only by air for compensation, in interstate, overseas, or foreign commerce, and who, in the ordinary and usual course of his undertaking, (A) assembles and consolidates or provides for assembling and consolidating of such property, and performs or provides for the performance of break-bulk and distributing operations with respect to such consolidated shipments, and (B) assumes responsibility for the transportation of such property from point of receipt to point of destination, and (C) utilizes, for the whole or any part of the transportation of such shipments, the services of a direct air carrier subject to the Civil Aeronautics Act."

(c) Exemptions. Except as otherwise provided in this section, air freight forwarders shall be exempt from Title VI of the Civil Aeronautics Act of 1938, as amended, and from all provisions of Title IV of said Act, other than the following:

(1) Subsection 401(I) (Compliance with Labor Legislation);
(2) Section 403 (Tariffs);
(3) Subsection 404 (a) (Carrier's Duty to Provide Service, etc.), only insofar as said subsection requires air carriers to provide safe service, equipment and facilities in connection with air transportation, and to establish, observe, and enforce just and reasonable individual rates, fares and charges, and just and reasonable classifications, rules, regulations, and practices relating to air transportation;
(4) Subsection 404(b) (Discrimination);
(5) Subsection 407 (a) (Filing of Reports): **Provided,** That no provision of any rule, regulation, term, condition, or limitation prescribed pursuant to said Subsection 407 (a) shall be applicable to air freight forwarders unless such rule, regulation, term, condition, or limitation expressly so provides;
(6) Subsection 407(b) (Disclosure of Stock Ownership);
(7) Subsection 407(c) (Disclosure of Stock Oownership by Officers or Directors);
(8) Subsection 407(d) (Form of Accounts): **Provided,** That no provision of any rule, regulation, term, condition, or limitation prescribed pursuant to said subsection 407(d) shall be applicable to air freight forwarders unless such rule, regulation, term, condition, or limitation expressly so provides;
(9) Subsection 407(e) (Inspection of Accounts and Property);
(10) Section 408 (Consolidation, Merger, and Acquisition of Control);
(11) Section 409 (Prohibited Interests);
(12) Section 410 (Loans and Financial Aid);
(13) Section 411 (Methods of Competition);
(14) Section 412 (Pooling and Other Agreements);
(15) Section 413 (Form of Control);
(16) Section 414 (Legal Restraints);
(17) Section 415 (Inquiry into Air Carrier Management); and
(18) Section 416 (Classification and Exemption of Carriers).

(d) Duration of exemption. Unless sooner terminated by order of the Board, the exemptions applicable to air freight forwarders shall continue in effect until such time as appropriate amendments are made to the Civil Aeronuatics Act which will meet the deficiencies that now exist in not providing for an afirmative authorization of these indirect air carriers.

(e) Limitation of exemption. In respect to operations conducted pursuant to the exemptions provided in this section no air freight forwarder shall ship property by air except upon aircraft operated in common carriage by or on behalf of (1) irregular air carriers utilizing small aircraft (as defined in Section 292.1 of the Economic Regulations), or (2) air carriers or foreign air carriers whose tariffs for the transportation services thus utilized have been duly filed with the Board.

(f) Registration for exemption.

(1) Letter of Registration required. From and after 60 days after the effective date of this section no air freight forwarder may engage in any form of air transportation unless there is then outstanding and in effect with respect to such indirect air carrier, a Letter of Registration issued by the Board: **Provided,** that if any air freight forwarder, otherwise authorized to engage in air transportation pursuant to this section, shall file with the Board within 60 days after the effective date of this section an application for a Letter of Registration, such applicant, on and after the effective date of a valid tariff filed in accordance with Section 403 of the Act, may engage in such air transportation until such letter has been issued, or such applicant has been notified that it appears to the Board that such applicant is not entitled to the issuance of such letter.

(2) Issuance of Letter of Registration. Upon the filing of proper application therefor, the Board shall issue to any air freight forwarder a Letter of Registration which shall become effective upon the effective date of a valid tariff filed in accordance with Section 403 of the Act and which is repeated shall expire and be of no further force and effect, upon a finding by the Board that the operations of air freight forwarders are no longer in the public interest or upon the effective date of any applicable statute or amendment to the Civil Aeronautics Act which may provide for the affirmative authorization of air freight forwarders. Such application shall be certified to by a responsible official of such carrier as being correct, and shall contain the following information: **(i)** date; **(ii)** name of carrier; **(iii)** mailing address; **(iv)** location of principal office; **(v)** if a corporation, the place of incorporation, the name and citizenship of officers and directors, the name and address of each stockholder owning beneficially more than five per centums of the voting interest, and a statement that at least 75 per centum of the voting interest is owned or controlled by persons who are citizens of the United States or one of its possessions; **(vi)** if an individual or partnership, the name and citizenship of owners or partners. Such application shall be submitted in triplicate in letter form.

(3) Nontransferability of Letter of Registration. A letter of Registration shall be nontransferable and shall be effective only with respect to the person named therein.

(4) Suspension of Letter of Registration. Letters of Registration shall be subject to immediate suspension when, in the opinion of the Board, such action is required in the public interest.

(5) Revocation of Letter of Registration. Letters of Registration shall be subject to revocation, after notice and hearing, for knowing and willful violation of any provision of the Civil Aeronautics Act of 1938, as amended, or of any order, rule, or regulation issued under any such provision or of any term, condition, or limitation of any authority issued under said Act or regulations.

(g) **Reporting requirement.** For the first calendar quarter of its operations and for each succeeding calendar quarter, each air freight forwarder shall, within 30 days after termination of such calendar quarter, submit a "statistical report" certified to be correct by a responsible officer of the reporting carrier. All accounts, records, and memoranda, which are needed in order to accomplish full compliance this paragraph, shall be preserved by such carrier for three years. Such statistical report shall contain the following data:

(1) Balance sheet, prepared in accordance with accepted practices.

(2) Profit and loss statement, with a separation of expense items so as to indicate payments to direct air carriers.

(3) Statistical data:

(i) Number of shipments received from shippers for carriage by air.

(ii) Number of shipments consigned to carriers by air.

be: for one person, $5,000; subject to that limit per person, for all persons in any one accident, $10,000; and for property damage $1,000.

(iii) Number of tons consigned for shipment by:

(a) Air carriers

(b) Surface carriers

(4) Station data (list by individual stations):

(i) Number of personnel

(a) Selling

(b) Operating

(c) Administrative and other

(ii) Number of tons received from shippers for carriage by air. (Sections 1(2), 205(a), 52 Sta. 977, 984; 49 (U.S.C.401) (2) 425).

(h) **Insurance.**

(1) Insurance against claims for bodily injury or death shall be provided on each motor vehicle used by an air freight forwarder, the reasonable minimum amounts of which shall with the reporting requirements of

(2) Insurance to cover loss or damage to property belonging to shippers or consignees and coming into the possession of the air freight forwarder shall be maintained by each forwarder, the reasonable minimum amounts of which shall be: for the loss or damage to property carried on any one motor vehicle, $1,000; for loss of, or damage to, or an aggregate of losses or damages of, or to, property occurring at any time and place, $2,000.

(i) **Payment of transportation charges.** Freight bills from the direct air carriers for all transportation charges shall be paid by the air freight forwarder within a reasonable period after the rendering of the transportation services, and a reasonable maximum period for the payment of such charges shall be seven days.

International Air Parcel Post Rates From United States

Country	1st 4 oz. or fraction	Each Addit. 4 oz. or frac.	1 lb.	2 lb.	3 lb.	5 lb.	10 lb.	Rate for Limit	Limit of Wgt.
Austria	$1.05	.49	$2.52	$4.48	$6.44	$10.36	$20.16	$43.68	22
Azores	.71	.44	2.03	3.79	5.55	9.07	17.87	19.63	11
Belgian Congo	1.38	.79	3.75	6.91	10.07	16.39	32.19	139.63	44
Bermuda	.76	.13	1.15	1.67	2.19	3.23	5.83	12.07	22
Czechoslovakia	.88	.48	2.32	4.24	6.16	10.00	19.60	84.88	44
Denmark	.97	.47	2.38	4.26	6.14	9.90	19.30	83.22	44
Egypt	1.35	.64	3.27	5.83	8.39	13.51	26.31	57.03	22
Eire (Iceland)	.97	.37	2.08	3.56	5.04	8.00	15.40	16.88	11
Finland	.88	.51	2.41	4.45	6.49	10.57	20.77	90.13	44
Germany**	.95	.45	2.30	4.10	5.90	9.50	18.50	40.10	22
Gold Coast Colony	1.18	.64	3.10	5.66	8.22	13.34	26.14	56.86	22
Great Britain & No. Ireland	1.00	.41	2.23	3.87	5.51	8.79	16.99	36.67	22
Greece	1.07	.57	2.78	5.06	7.34	11.90	23.30	50.66	22
Iceland	.89	.33	1.88	3.20	4.52	7.16	13.76	58.64	44
Italy	1.08	.50	2.58	4.58	6.58	10.58	20.58	44.58	22
Netherlands	.89	.43	2.18	3.90	5.62	9.06	17.66	76.14	44
Newfoundland	.76	.16	1.24	1.88	2.52	3.80	7.00	10.20	15
Norway	1.02	.47	2.43	4.31	6.19	9.95	19.35	83.27	44
Portugal	.71	.44	2.03	3.79	5.55	9.07	17.87	38.99	22*
Sweden	.85	.49	2.32	4.28	6.24	10.16	19.96	86.60	44
Switzerland	.92	.45	2.27	4.07	5.87	9.47	18.47	79.67	44
Syria	1.22	.64	3.14	5.70	8.26	13.38	26.18	113.22	44
Tunisia	1.11	.54	2.73	4.89	7.05	11.37	22.17	95.61	44
Turkey	1.15	.57	2.86	5.14	7.42	11.98	23.38	100.90	44
Union of South Africa	1.31	.94	4.13	7.89	11.65	19.17	37.97	41.73	11

** Gift parcels only.

* Weight limit applies only as far as Lisbon; 11-lb. limit to remainder of Portugal—$19.63.
(Note: Weight limits are set by the respective countries involved.)

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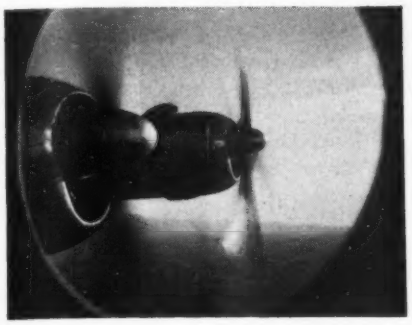
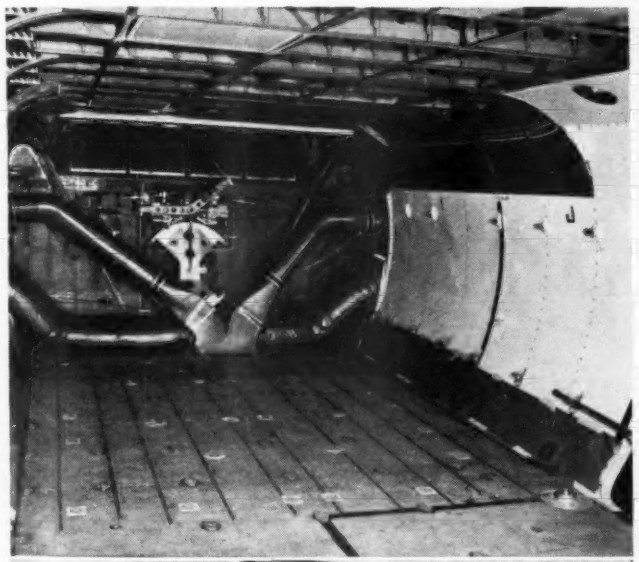
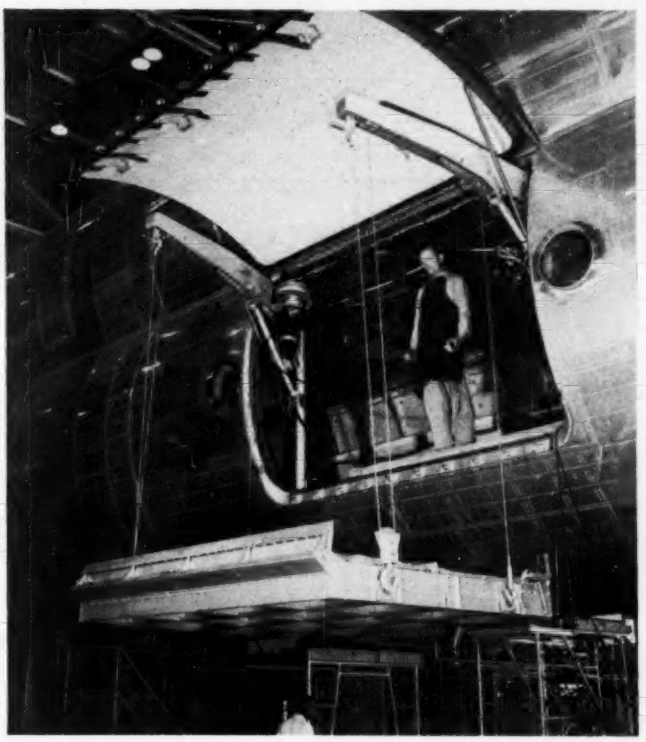
NINETY-TWO TONS of transport, which, in Navy service, will be able to carry more jeeps than a railroad freight car.



CONSTITUTIONALLY SPEAKING

Here's a fast but impressive look-in on the double-decked Lockheed Constitution, the world's largest transport plane.





OPERATOR HOLDS push-button control in each hand (above) as forward cargo platform is hoisted. Each control operates one of the hoists which can be installed or removed in quick order. With lifting power of 10,000 pounds, hoists can pivot, swing in or out.

AFT CARGO COMPARTMENT on lower deck of the Constitution (above, left), looking forward from the stairwell. Floor loading strength is for a static load of 300 pounds per square foot, which actually is in excess of many warehouse floor loading specifications. There are 7,375 cubic feet of cargo space available on this deck.

UPPER DECK is reserved for passengers—82 of them (left). If utilized as an all-passenger plane, the Constitution can accommodate 180 passengers. Maximum range of the ship is 6,000 miles. It has a ceiling of 27,600 feet, a cruising speed of 286 miles an hour, and a top speed of 303 miles an hour. Size combines with speed.

HAVE WE MISSED THE FLYING BOAT?

(Continued from Page 12)

seats which can be quickly installed as the number of passengers is determined.

The flying boat presents to the cargo operators many advantages which should not be passed over lightly. First of all, they utilize existing, natural terminal facilities. No expensive terminal buildings or runways are needed. Because of a recently announced development, the flying boat can now carry even its own docking facility which is completely collapsible, and easily set up in less than an hour. The "operating area" is much more vast and accessible. It has a greater cargo-carrying capacity on the basis of pound-for-pound of airframe. It is cheaper to operate.

The writer recently asked an officer of one of the largest cargo carriers who presently operates a fleet of landplanes, whether he'd consider using flying boats if they'd be available—"perhaps up and down the coasts?"

"Hell, yes," he replied, "but why confine them to coastwise runs? We can cross the country with them if we follow regularly prescribed routes."

Which brought to mind a map, part of a prospectus prepared by Captain "Dutch" Schildhauer in connection with his proposed U. S. Flying Ships Company, illustrating how a flying boat—the size of the Martin Mars, or even larger—could fly across the United States with enough water on which to land almost every 50 miles of the way!

Using flying boats over land routes is nothing new. It's been done and is being done. For many years BOAC has used flying boats from the British Isles over land routes—England across France to the Mediterranean, on to Cairo, then across land to Karachi, and right on across India to Calcutta. Even now they are flying across French Indo-China, from Bangkok to Hong Kong. There is also a BOAC service down the Eastern interior of Africa, from Cairo to Khartoum to Kisimu, then to Victoria Falls, and to Johannesburg. All these routes are over long land areas similar to U. S. Flying Ships' proposed transcontinental seaplane route, from New Orleans to the San Diego area, and then swinging to the north of San Francisco.

One great problem in the United States is that, with the exception of the Mars, we have no large flying boats. It would take almost five years to get any quantity of them — and then only provided we start to build them at once! Other countries are far ahead of us. France already has the Latecoere 631, a huge flying boat powered by six engines. Eng-

The six-engined Latecoere 631, France's bid for supremacy in the flying boat field.

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land has laid the keels of three Saunders-Roe SR-45s—huge, graceful flying boats powered with 10 engines, and said to be capable of crossing from London to New York in less than 12 hours against 90 mile-per-hour headwinds all the way! While it's true that they presently refer to the mas 80-passenger or 100-passenger ships, they are also quietly but actively thinking in terms of air cargo!

We're lagging in flying boat production. We shouldn't be—for many reasons. There will be many "experts" who will come up with all sorts of arguments and excuses as to why the flying boat isn't practical as an air cargo carrier — but the work of the "lobbyist" has been defeated before!

The vice president of a "second string" airline (which won't, however, remain second string very long) recently said that one of the many things wrong with all the airlines is that they are afraid to make changes —changes that might be regarded as radical. We are, he explained, living in an age where the radical things may be for the best, or even necessary. He points to the railroads, of all things, and shows that most of their advances were based on changes that were considered radical — at the time the changes were made.

Can we afford to miss the boat?—flying boat, that is.

REFERENCE GUIDE TO PREVIOUS ISSUES

At regular intervals, AIR TRANSPORTATION publishes lists and other information of a specialized nature as a service to its thousands of readers. The following is a handy guide to this information which has appeared in this magazine in the past year.

May, 1947.....	Texts of Sections 292.1 and 292.5, Economic Regulations.
August, 1947.....	Holders & Applicants of Certificates of Public Convenience & Necessity.
October, 1947	Foreign Airlines of the World.
October, 1947	IATA-Recognized Foreign Freight Forwarders.
October, 1947	Airline Distances Between Major Cities of the United States.
November, 1947..	Landing Fees.
November, 1947..	Scheduled Airlines of the United States.
December, 1947 ..	Text of Proposed Section 292.6 Economic Regulations.
January, 1948....	1947 Index.
April, 1948	U. S. Air Freight & Irregular Air Carriers.
April, 1948.....	Foreign Air Mail Rates.
May, 1948.....	International Air Express and Mail Tables.
May, 1948.....	International Parcel Post Rates.
May, 1948.....	Proposed Regulations for Air Freight Forwarders.

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REPORT ON THE AIR FREIGHT FORWARDER CASE

(Continued from Page 9)

The certificated carriers claim that the forwarders will serve only the larger traffic generating centers and will leave to the underlying carriers the task of soliciting and handling the less profitable air cargo at the minor points. The forwarders themselves agree that they do not expect to solicit business in the small communities excepting those adjacent to their major operational centers. Traffic from the smaller points will be served by them only upon request and then as a matter of accommodation. The forwarder can derive no profit from this type of business. The forwarder admittedly needs bulk shipments, preferably full planeload lots, in order to render the utmost service to the shipper and produce a profit for himself.

United's (United Air Lines') operating experience shows that 96.8 percent of all its cargo moved to and from 14 large cities. It is axiomatic that the bulk of all air cargo will be generated in the great industrial centers, and there the solicitation efforts not only of the forwarders but of the carriers themselves will be concentrated. The surface forwarders now operate out of more than 150 points in the United States which generate the great bulk of all cargo business. These great centers will be fully covered by the solicitation efforts of the forwarders and the small amount of business which they could produce from the lesser communities would not be advantageous to their operations. Certainly no great solicitation effort is going to be put forth either by the forwarders or by the carriers to produce or to develop air cargo in the vast number of communities which, according to United's figures, go to make up the 3.2 percent and less of the cargo traffic which originates and terminates outside of the large industrial cities.

The statistics produced by the certificated carriers indicate that cargo traffic from east to west greatly exceeds that from west to east. United's experience shows that 81.9 percent of its cargo was westbound as against 18.1 percent eastbound. The effect upon the directional flow of traffic of the freight forwarders' activities cannot be estimated. Undoubtedly, the flow of traffic is controlled more by the laws of economics as they relate to the production and distribution of goods than by any efforts that may be put forth by the direct or the indirect air carriers. Moreover, forwarders are interested as much as the direct carriers in the two directional flow of traffic and it is illogical to assume that they will emphasize one-way operations. In fact one of the applicants, Airborne Coordinators, testified that its operations began with the shipment of planeloads of flowers from the West Coast to the Cleveland area, and its Cleveland cargo business had grown so that it nearly equaled that of the three large certificated air carriers serving that city. The record discloses also that many of the applicants are located in the western part of the United States, and that their main interest is to develop and handle consolidated shipments from west to east. With the steady increase of industrial operations along the Pacific Coast, the east-west traffic unbalance will be taken care of by the natural operation of economic laws and will not be affected either advantageously or disadvantageously by freight forwarder operations. The direct air carriers, through proper rate adjustments, can encourage the shipment of fresh fruits, vegetables, flowers, and other West Coast products, and thus do much to overcome the unfavorable directional unbalance of traffic. This power rests with the carriers and cannot be affected materially by any efforts the forwarders may exert.

The certificated carriers complain that the operation of the freight forwarders will lead to a heavy concentration of traffic in the late afternoon or early evening hours. Statistics furnished by these same carriers . . . show that there already is a heavy concentration of traffic after 3 o'clock in the afternoon. The forwarders and REA assert that in New York and other great cargo producing centers the great volume of traffic becomes available for shipment late in the afterncon. This, they claim, is due to the practices of the manufacturers whom they serve. In a great majority of cases, manufacturing processes are timed so that the finished product will be completed and ready for disposal at or near the end of the working day. This is particularly true of the garment industry and naturally results in a heavy traffic load in the late afternoon. These are conditions which neither the underlying carrier nor the forwarder can change and to which the traffic carrier will have to accommodate itself. It cannot be expected that the practices of the manufacturing industry will be modified to meet the convenience of the carrier.

It is the practice of the forwarders to gather up shipments throughout the day and hold them for consolidation and release at or near the end of the business day. This disrupts and interferes with the efforts of the certificated carriers to fill the cargo spaces on all flights of their passenger carrying planes. For the convenience of the certificated carriers using combination cargo and passenger planes an even distribution of traffic throughout the day is most desirable. The only other manner in which they can fill all cargo space in the various scheduled flights is through the creation of a cargo bank, but that is not practicable because it means a backing up of cargo and a long delay for some of the shipments in bank.

The forwarders claim that they will generate enough new business so that there will be cargo available at all hours of the day and they insist that through their efforts the cargo potential will be developed to such an extent

"Commissioner Eastman of the Interstate Commerce Commission pointed out. . . that in railroad transportation operating under tariffs providing reasonable spreads, the forwarders had helped the railroads financially. The same reasoning would apply to air freight forwarding were the air carriers to restore spreads based on actual differences in costs of operations."

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that all the air carriers will handle air freight in strictly cargo-planes, thus freeing the passenger planes and the passenger traffic from the delays and the inconveniences incident to the handling of passengers and freight on the same vehicle. **(Read The Indispensable Middle Man, September, 1947 A.T.)**

If, as is being suggested, first-class mail and parcel post are made available for air transportation, the difficulty of the certificated carriers in this respect will be largely answered. Passenger flights must be timed to meet the convenience of passenger traffic, and schedules should not be delayed nor modified in order to load and unload the comparatively small volume of air freight that they are able to accommodate. One of the faults of the airlines is that their flights are not operated on schedule. This is shown in the record and was pointed to with emphasis in the report issued January 1, 1948, by the President's Air Policy Commission. As air cargo develops in volume, the tendency will be toward their carrying cargo on planes designed specifically for that service and passenger planes will then be used primarily to carry passengers, luggage, mail and emergency express. Under those circumstances, such concentration of traffic as might be due to the freight forwarders' activities will cause no embarrassment to the direct air carriers. In the meantime, the inconvenience, if any, to the certificated air carriers will not be great.

The certificated carriers express a fear that the air freight forwarders, if authorized, will be in a position to control large volumes of traffic and will use their power to divert that traffic from one carrier to another in an effort to procure favors. To avoid this shifting of cargo, two of the certificated carriers stated that in self-protection they would be required to maintain constant contact with all major shippers, especially those being served through forwarders. The forwarders assert that they will select the carrier which will give them the most expeditious and most convenient service and that cargo will be shifted from one carrier to another only in case the second carrier can provide a better service. Regulations by the Board will prevent the granting of any favors by a carrier, and the fear of the air carriers that they will be subjected to undue pressures seems ill founded. The forwarders also will be under regulation and it cannot be anticipated that they will seek preferences from the air carriers which, if granted, would subject both to disciplinary action by the Board. Such pressure as a forwarder might bring could also be exercised by any large shipper. Surely the air carriers do not expect any air freight forwarder to attain a size that will enable it to exert an irresistible pressure.

The forwarders maintain that they will increase the total of air cargo by developing its potential and that the air transportation industry will have more freight to transport than ever before in is history. The shifting of cargo from one carrier to another will have no bearing on the over-all air cargo total and will provide the strongest incentive for competition between the carriers and should lead to greater perfection in airport-to-airport services.

The certificated carriers assert that there is another type of diversion which will result from freight forwarder operations. Cargo from the smaller communities will be moved to consolidation centers by the freight forwarders in motor vehicles rather than through the services of the air carriers who serve these smaller communities. Forwarder cargo will undoubtedly be carried from some such localities by motor truck, but it is doubtful if much of this traffic would ever move by air. Carrier service to these smaller points is usually limited and the few scheduled operations frequently do not meet the shipping requirements of the industries which produce the traffic. The trunk-line air carriers would not get any large share of this business unless it were transported by other means to the larger communities where it can be placed aboard their flights.

The ultimate objective of the air freight forwarders will be to get cargo moved to destination in the quickest possible time. They stated that if cargo can be transported by truck so as to reach the consolidation point quicker or at a more convenient hour

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than if it were transported by air, then it will be moved by truck and the advantage in the end will accrue to the air transportation industry. Such traffic as can be handled economically and expeditiously over the air carriers serving the smaller communities will be so handled.

The certificated air carriers express another fear — that the surface freight forwarders, if authorized to operate in air, will divert cargo from air to surface transportation. This fear was not supported by any facts of record. The transportation of cargo by air is a new and undeveloped field of cargo transportation whose greatest potential lies in the cargo now being moved in surface transportation. As the ability of the airlines to carry air cargo increases, as better means of transporting air cargo becomes available, and as air cargo costs decrease, more and more merchandise now moving by surface means will move by air. The surface forwarder applicants in this case, if not authorized to engage in air freight forwarding, will continue their surface operations and will exert their utmost influence to retain all their present traffic and to develop as much new surface business as is possible. If authority is granted them in this proceeding their efforts will at least be divided. The logical conclusion is that if the surface freight forwarders are authorized to operate as air freight forwarders, any diversion that occurs will be from surface carriers to air carriers and that the customers they serve in their surface operations will be the potential from which much of their air cargo will be derived.

The forwarders assert that the air carriers' fears of diversion are groundless and point out that there is a large air cargo potential which is not available for surface transportation which will be developed if they are permitted to operate. This potential consists principally of perishables, which require speedy delivery. The time limit on flowers, fruits, frozen foods, meats, drugs, baby chicks, and many other articles of merchandise is definitely fixed, and the speed of the air carrier serves to enlarge the geographical area over which this type of cargo may be distributed. The enlarged area affords new outlets to the producer and gives to the air carrier a type of cargo that is not subject to diversion to the less speedier means of transportation.

The certificated carriers point out that in their surface operations forwarders have been able to save the shipper five or more days of transit time between the East and West Coasts. In air transportation savings of this character are not to be found. The only savings which the forwarder can accomplish will be limited to those which are due to a more rapid and efficient pick-up and delivery service and to special handling in connection with transfers between air carriers, or between air and surface carriers in coordinated service. Since most of the complaints as to air cargo service have been directed toward the faulty ground handling of air cargo, it is safe to assume that the forwarders will be able to provide better ground handling than the carriers themselves have furnished. It is the feature of cargo transportation in which they have had the most experience and are the most expert.

Many of the delays in air cargo about which shippers have complained have to do with the deplaning of cargo at points short of the final destination. Instances were cited in which there had been delays of as much as 10 days and in which shipments had been misplaced at terminal depots. Because of the extreme interest which the forwarders have in expediting all shipments they stated that special attention will be given to these details and each shipment will be followed closely from the time of its origin through to its ultimate delivery.

The forwarders will consume some time in effecting consolidations. They insisted, however, that no shipments would be held more than 12 hours, and that the holding of shipments to enable them to produce planeload lots or large bulk-lots would not necessarily increase the over-all time of transit because once the bulk shipment or plane load is accepted by the air carrier it can be delivered to its destination without further handling. The carrier is saved the necessity of making numerous stops en route or of providing an elaborate pick-up service. The forwarder having once collected a sizable shipment will route it by the most direct air service and will get the benefit of a fast, thorough operation. The ability to so route a shipment will help materially in lessening transit time. The forwarder insists that because of these factors, in many cases he will be able to effect savings in transit time measured not in days but in hours and minutes which in air transportation are proportionately as great as the savings which now take place because of the forwarder's activities in surface transportation.

The freight forwarders assert further that their activities will be limited to air freight. They are not particularly interested in air express and will only render air express service as a matter of accommodation to their customers. Air express is the expedited service which will be provided by REA or by some other agency for that class of goods which require the most expeditious transportation. The air forwarders do not expect to compete in speed with this service but do believe that they will be able to furnish a faster service than is provided by the air freight service of certificated air carriers and that this ability will enable them to generate a substantial air cargo business. Certainly competition between the forwarders and the certificated carriers would produce for the shipper a better and a faster air cargo service than is now available to him. If the forwarder could not render that faster service then one of his strongest selling arguments would be lost.

The certificated carriers assert that the air freight forwarders will offer the public no improved service in connection with the tracing of shipments or the settlement of claims. The certificated carriers and the forwarders each claim that they will be able to give the public better service than the other in these two respects. The cer-

"The basic principles of cargo transportation are the same irrespective of the carrier used. The problem that has to be solved so far as the shipper is concerned is how best to get his goods from his place of business to the door of the consignee."

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tificated carriers assert that the forwarders would have to come to them to get the information necessary to locate shipments, and to make decisions relative to adjustments in case of damaged or delayed shipments. The forwarders assert that since so much of the transportation process is tied in with pick-up, delivery, transfer, and motor carrier coordinated services, the forwarders themselves are in the best position to get tracing and claims information through the motor carrier agencies who usually perform these services.

There is some merit to each of these claims, but the tracing of shipments and the settlement of claims is such a small part of the over-all transportation service that the controversy as to which could perform it best is of little consequence. There can be little difference, if any, in the services rendered by either and the final result would depend more upon the energy and diligence of the party involved than upon any special fitness or ability to perform the particular service.

As heretofore pointed out, carriers insist that their solicitation expenses will not be reduced because of the forwarders' activities for the reason that it will be necessary for them to maintain contact with all the individual shippers. The duplication of solicitation efforts which would result is an economic waste and undoubtedly will tend to disappear as air freight forwarder operations become more firmly established. Since the forwarders stand in the relationship of shippers to the air carriers, the carriers will become more interested in soliciting their business and in getting new business than in attempting to induce forwarders' customers to ship through the carriers' direct cargo service. Otherwise there would be active competition between the carriers and the forwarders for the same available cargo. The surface carriers have found it more advantageous and more profitable to work with the forwarders rather than against them, and the same development can be expected in the field of air cargo. The record shows that the air cargo potential of the nation has scarcely been touched and that there is a fertile field for solicitation on the part of the carriers, as well as of the forwarders, without any duplication of effort.

The certificated carriers state that the consolidation of shipments by the forwarders will not reduce their costs but will cause embarrassment to them. They state that their primary purpose is to fill the cargo space of their passenger-carrying planes, and that the consolidation of shipments into large bulk will therefore be disadvantageous. As they now operate, it is frequently necessary for large shipments to be divided between one or more flights and the operations of the forwarders would accentuate this condition. Based on this premise the certificated carriers state that it is more economical for them to handle small shipments than to handle large shipments. They assert that they can handle 160 100-pound shipments at no greater cost than they can handle one 16,000-pound shipment made up of 160 different packages. They say that the loading and unloading operations are exactly the same, and that the billing and paper work are being done at spare moments by employees already on their payroll. The certificated carriers have made no studies and presented no statistics to support this conclusion, but stated that it is necessary for them to maintain staffs sufficient to handle peak loads and that the extra services incidental to handling small shipments can be performed by their employees at times when otherwise they would be idle. This position is contradictory to that of the exclusive cargo carriers who state that their experience has shown that there is a decided saving to them through the presentation of bulk shipments.

The conclusion of the exclusive cargo carriers was supported by the only witness in the case who had made an actual cost study, based on experience. In cargo operations in the Newark-New York area, this operator, from November, 1946 to July, 1947, had handled a total of over 15 million pounds of air freight, including not only the ordinary type of cargo, but items of an unusual nature, such as radium, live animals, tractors, small aircraft, and diesel generators weighing 12,000 pounds. Service had been rendered to 28 air carriers, including certificated, non-certificated, domestic, and foreign operators. Based on this experience and on additional research to determine whether or not there is any appreciable difference in the cost of

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handling planeload and less-than-planeload shipments the following conclusion was reached: The cost of loading and unloading planeload cargo was taken as a unit. Compared to this the cost of loading and unloading consolidated less-than-planeload shipments was found to be 2.5 times greater, and the cost of loading and unloading single shipments was found to be 6.1 times greater. The ratio then between the cost of cargo treatment for the different types of cargo, is represented by the ratio of 6.1-2.5-1, representing, respectively, single shipments, consolidated LPL shipments, and planeload shipments.

The certificated carriers state that by engaging in pick-up and delivery service the forwarders will dilute the available cargo traffic and impose upon the carriers a higher per unit pick-up and delivery cost. This contention may be true. Under the pick-up and delivery contracts which have been executed by ACI the trucker is obligated to serve the certificated direct air carrier only. If the same trucker's service is not to be made available to the forwarders, then the forwarder would have to operate a competing pick-up and delivery service and the traffic would be diluted and it might be that the carriers' costs would be increased. On the other hand, if the air carrier and the forwarder could use the same trucker costs should be lowered.

It may be that the air freight forwarder will develop enough new business and incite enough competition from the certificated carrier that the volume of the carriers' pick-up and delivery service will not be affected. Since the carriers are already losing money on their pick-up and delivery operations it might be advantageous for them to use the forwarder service for all this type of business. The whole matter of what effect the forwarder operations will have on the carriers' pick-up and delivery costs is so tenuous as to justify the drawing of no conclusions.

The air freight forwarder would not reduce the shippers' costs for transportation. In fact they do not do that in surface transportation, except in a few instances, and only a very few of the applicants in this proceeding stated that they expected to offer the shipper any savings. These few testified early in the case and based their proposals on air tariffs then in effect which showed sizable spreads in rates between small and large shipments. With the elimination of intermediate spreads in the tariffs which became effective August 1, 1947, all hope of offering the shippers any savings had to be abandoned by all the forwarders.

The forwarders must charge the shipper a higher rate than the shipper would have to pay the carrier. This rate can only be justified if the forwarder renders an added service. If that service is not rendered, and if the forwarders can offer the shipper no advantages over the services provided by the carriers, then under the economic laws of competition they should soon cease to exist.

The very fact that there are so many applicants in this case who are still pressing their claims indicates a firm belief that they have a service to offer at a price which the public is willing to pay. The shipper will always be able to cease paying this added cost, because there will be available to him the carriers' own service, and he surely should have the opportunity of deciding for himself whether or not he wants the more expensive service.

The air freight forwarders, if authorized to operate, will have to pay the carriers' full tariff rates, which, if scientifically constructed, will give the carrier proceeds sufficient to cover his costs and a reasonable profit.

Commissioner Eastman of the Interstate Commerce Commission pointed out . . . that in railroad transportation operating under tariffs providing reasonable spreads, the forwarders had helped the railroads financially. The same reasoning would apply to air freight forwarding were the air carriers to restore spreads based on actual differences in costs of operations.

As pointed out by the certificated carriers, there are operational differences between the various types of carriers but whether these differences are sufficient to invalidate conclusions in this proceeding based on analogy is open to considerable doubt.

The basic principles of cargo transportation are the same irrespective of the carrier used. The problem that has to be solved so far as the shipper is concerned is how best to get his goods from his place of business to the door of the consignee. In making his selection of a suitable carrier many factors are taken into consideration, and these include speed, price, convenience, dependability, and adaptability. If the shipper can get the service he requires, it makes little difference to him whether the act of transportation is performed by a steamship line, a railroad, a motor carrier, or an airline.

The difference between these forms of transportation relate more specifically to the type of the unit of carriage that is used and the technological problems involved in getting those units from one place to another. The motor carrier is subject to many of the same limitations as the rair carrier when compared with the railroad industry. The motor carrier like the airline does not have the large freight carrying units, does not have the interline switching possibilities, and does not have the numerous tariff classifications. The air carrier is subject to more restrictions as to bulk and loading techniicalities than either the railroad or the motor carrier. The air carrier is burdened with high cost operations and expensive units of carriage, and there are other important differences.

Airports are usually far removed from city centers and air carriers are more than any others subjected to irregularity and interruption of schedules due to weather or mechanical difficulties. The air carriers consequently demand more service in the way of pick-up and delivery, and need substituted service to a much greater extent than is required in any form of surface transportation. The air carriers reach a much smaller number of points than are served by the surface carriers and therefore require coordination of air and ground services in order to obtain the fullest coverage.

In this proceeding there was little, if any, complaint reflecting upon the airport-to-airport cargo services of the air carriers which are the services most affected by the operational differences,

"The surface carriers have found it more advantageous and more profitable to work with the forwarders than against them, and the same development can be expected in the field of air cargo."

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but many complaints were expressed as to delays which have occurred while the air cargo was in a ground status. Delays occur at terminals when merchandise is not promptly billed and loaded. Delays occur at transfer points when shipments are unloaded from one carrier and then not promptly picked up by the succeeding carrier. Delays occur at destination airports when the merchandise is not immediately picked up for delivery or transferred to a connecting surface carrier for further carriage. Delays in transfer of cargo to other means of transportation occur when for some reason there are flight interruptions or where air cargo is deplaned in order that passengers or mail may be taken on.

The great majority of air shipments are handled without any of the delays such as have been referred to, but enough delays do occur to seriously affect the air cargo transportation business and any steps that will help the air carriers to reduce their number will be helpful to the industry.

The surface forwarders, particularly, are experienced and are experts in the ground handling of all types of shipments. These applicants who expect to act exclusively as air freight forwarders have indicated that they will follow the general pattern set by the surface forwarders and will employ personnel skilled in forwarding activities. The success of the forwarders depends entirely upon their ability to render prompt and efficient service. To the certificated airlines the ground handling of cargo and related functions are but minor incidents in a great transportation service, and the carriers' success or failure does not depend, except to a very slight degree, upon the manner in which these functions are performed. The analogy between the type of service which the forwarders propose to perform in air transportation and the services which are now being performed by forwarders in surface transportation is sufficiently great to justify a conclusion that the services of the air freight forwarder would be of value to the public and to the direct air carriers.

The public interest in and need for the air express services of REA is supported by evidence of the same type and character as that which supports the need for the air freight forwarders' services. REA has the additional advantage of having been engaged for more than 19 years in air express operations.

In opposing an extension or enlargement of REA's authorization, the certificated carriers contend that REA's operating methods and practices have militated against the full development of the air express potential. The volume of air express produced and the rate of its growth establish a strong presumtion in REA's favor that past operations under the joint efforts of REA and the carriers have provided a satisfactory air cargo carrying service. The steady increase in air express traffic has continued up to the latest date for which statistics are available, and this increase has continued despite the fact that the certificated carriers have set up and are carrying on their so-called freight services at rates less than half those charged for the services provided through REA. Of particular significance in this regard is the fact that these freight services closely resemble the services which the carriers perform for REA. Express and freight are frequently carried on the same plane and receive the same handling by the carriers' employees while in the carriers' custody. Air express, however, does under the contract have certain space priorities and ordinarily is given loading preference, which with REA's ground services result in the more expeditious transportation.

In respect of advertising REA has ccoperated fully with the air carriers, and the amount spent on advertising air express in recent years has exceeded the amount which REA has spent in advertising rail express. Actually REA has little or no control over the amount spent in advertising air express since such exepnditures must be approved by the Air Traffic Committee. The issue of whether REA's program of using the same salesman for both rail and air solicitation, as opposed to the carriers' suggestion that such functions be separated, is argumentative. Possibly a greater volume of express would have moved by air under the suggested plan of the carriers, but there is no evidence

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of record sufficient to warrant a conclusion that REA's practices in this regard seriously impeded development of the air movement. Accordingly, there is no basis upon which to conclude that REA's practices from an advertising and solicitation standpoint have seriously militated against the full development of the air express potential.

With respect to REA's costs for handling air express and the carriers' claim that the level of these costs has prevented reduction in air express rates to the public with a consequent retarding effect on the development of traffic, the record contains no convincing factual data to substantiate such a claim. The cost figures per ton-mile for recent months were contained in statistics furnished by REA; the carriers presented no contrary data —in fact some stated that they did not know what their own costs were for handling air express or air freight. Under these circumstances, it is not possible to arrive at a conclusion as to the reasonableness of REA's costs. On the other hand, there is evidence that REA on a number of occasions suggested to the carriers that reductions be made in air express tariff rates, but these proposals generally became involved with counter proposals by the carriers that REA's costs should be reduced. The only actual reduction in express rates in recent years was one of approximately 11½ percent which became effective in January, 1946. Consequently it appears that if there has been a failure in the development of air express traceable to the level of rates which have been charged to the shipper, such failure cannot be held to be the sole responsibility of REA, but must be equally shared by the carriers.

The only other contention of the carriers which requires consideration is their assertion that the intimate relationship between REA and the railroads has had an adverse effect on the development of the air express potential. Although the railroads, through their ownership of all of REA's stock and control of its directorate, are in a position to influence its policies, the only factual data tending to support the claim of the carriers is that described previously relating to REA's allocation of certain indirect expenses.

The history of past operations has been that REA has in general produced as much air express as the carriers have been equipped to handle. There has been no serious conflict between the rail movement and the air movement and consequently no reason for the railroads to resort to the exercise of the restrictive control inherent in their relationship with REA. In fact, the incentive in this regard, insofar as past conditions are concerned, would probably have been toward the encouragement of air express. The contracts between REA and the air carriers guarantee a profit to the railroads, and the cargo capacity of aircraft in operation has been small as compared to the capacity of the railroads and the volume moved by rail.

The instances in which the accountants employed by the carriers found that the practices of REA were subject to criticism were not for such number or character as to reflect any intent or purpose on the part of REA to favor the railroads. It is significant that, although the air carriers brought the accountants' report into this case, they did not present it to REA except at the request of REA's president some seven months after its issuance. and even then did not follow it up with any conferences or suggestions that REA's accounting practices be changed, or that the air express agreements be legally clarified as the accountants had suggested.

As long as the matter of distributing the income from the handling of air express between REA and the carriers includes the necessarily complicated provisions for the deduction of "out-of-pocket expenses" by REA, there will exist uncertainties between the parties as to the accuracy of the ultimate distribution. There appears to be no reason why the cost of providing air express services by REA should not be the concern of REA only, and the adequacy of the return to the carriers the concern of the carriers only. However, it does not appear that the parties can bargain in this respect and toward such a result so long as the air carriers retain control of determining the air express tariff rates to the shippers as stated in the tariffs filed by REA. Under such an arrangement it is only natural that REA, since it does not exercise control over the rates to be stated in the tariff, should insist that its costs be guaranteed. If this situation was reversed, that is, if the rates stated in the tariffs were determined and fixed by REA, the carriers would be entitled to demand a return high enough to cover their costs and return a profit. Such a rate of return could be ascertained with a reasonable margin of security by the carriers and reduced to a ton-mile basis, to be paid to them by REA on such a basis. Under such an arrangement the accounting practices of neither party would have to be the subject of concern to the other.

The claim of the carriers that when Air Cargo, Inc., is in full operation there will be no need for the services of REA and the air freight forwarders has not been established. Even if Air Cargo, Inc., accomplishes the goal it has established for itself, it will still fall short of rendering the complete service now performed by REA, and will not include many of the services which the air freight forwarders propose to render. As set forth earlier, ACI's services will not include any solicitation, routing, or consolidation services, will not include the preparation of bills of lading or any other services ordinarily performed by a shipper's traffic agent, and will not afford the shipper a one-agency transportation service. Its activities are limited strictly to the establishment of pick-up and delivery services which are performed by ACI for each carrier individually. Thus, even assuming that Air Cargo, Inc., will accomplish all

"The fact that there are so many applicants in this case who are still pressing their claims indicates a firm belief that they have a service to offer at a price which the public is willing to pay. The shipper will always be able to cease paying the added cost, because there will be available to him the carriers' own service and he surely should have the opportunity of deciding for himself whether or not be wants the more expensive service."

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that it has set out to do, it will not completely take the place of REA or perform the functions of a forwarder. It has already found it necessary to establish special rates for what it designates as special services such as Sunday and holiday services, which REA has always rendered on a 24-hour basis and at no additional charge.

There is evidence on the part of the carriers something less than complete confidence that ACI will accomplish what it has set out to do, as disclosed by their request that REA be permitted to continue operating exactly as it is now until they are ready to "take over" with ACI, and they are far from definite in estimating when this final step can be accomplished. The experimental aspects of ACI are further disclosed in connection with its plans to establish consolidated cargo terminals. At the time of the hearing one such terminal service was in operation, at Detroit, and four other similar terminals were planned for New York, Newark, Chicago, and San Francisco. (**See September, 1947 A.T.**) However, no other consolidated cargo terminals are to be established until ACI and the carriers can study the results obtained from the operations at the cities named. Lack of faith in the ability to substitute the services of ACI for those of REA and the forwarders is aslo shown by the insistence of the carriers that ACI is not and will not be an indirect air carrier. To date the activities of ACI in connection with pick-up and delivery services have been limited to acting only as agent for the certificated carriers in negotiating contracts.

On the other hand, the continuation of REA's operations and the entrance of freight forwarders into air transportation will not prevent the carriers from going forward with their plans in connection with ACI. The operations of REA and the forwarders will, however, comprise vigorous competition for ACI, with the resultant advantages to the public in improved and more efficient services that are inherent in such competition.

The requirements of the national defense should be given consideration. The logistics of war relate more to the transportation of materiel than of personnel. The President's Air Policy Commission and the Congressional Aviation Policy Board have both emphasized the importance of the development of a commercial fleet of cargo-carrying planes. (**See February, 1948 A.T.**) To support this fleet a strong air cargo industry must be developed and maintained. The forwarders and REA are in a position to aid in this development. A representative of the Navy testified in this proceeding that REA's air services were used and that services similar to those provided by the forwarders were found essential during the late war. Those are additional factors which support the conclusion that the services of REA and of the air freight forwarders are in the public interest.

On the basis of the foregoing findings and conclusions and all the facts of record, it is recommended: **(a) that freight forwarders be permitted to engage in air transportation as indirect air carriers, under the provisions of the Civil Aeronautics Act to the extent that such provisions can be applied; and (b) that REA be permitted to continue in its present status as an indirect air carrier under agreements with the direct air carriers, but that such agreements be revised so as to provide for payment by REA to the carriers of a stated rate per ton-mile for all air express transported by them.**

With respect to REA's request that the authorization under which it operates be expanded so as to permit it to engage, as an indirect carrier, in the movement of so-called air freight, it apears to be desirable and necessary in the public interest to maintain the distinction between **"air express"** and **"air freight."** So long as such distinction is maintained the fullest development of each type of air cargo will be accomplished, if the efforts of the parties dealing in each of the services are not divided. There will always be an element of competition between the two types, which can best be preserved by discouraging the comingling in one agency of facilities for dealing in or with both.

The usefulness of maintaining the distinction has been well demonstrated in the development of cargo transportation. Railway express business had its inception in the utilization, at premium rates, of the faster and more dependable schedules of the passenger trains, and a substantial volume of express is still transported via these facilities even though it has grown to such proportions as to justify the utilization of complete trains which have no accommodations for passengers, but which move with the same precedence as fast passenger trains. In air transportation the operation of passenger-

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carrying schedules will always be accompanied by an emphasis on speed and dependability, and the opportunity to utilize such schedules for the movement of cargo can always be sold at premium rates. The volume of air express has already reached the point that permits the operation of aircraft carrying cargo only on schedules comparable in speed and dependability with passenger schedules.

In the Universal case, supra, the Board decided that the air freight forwarder is an indirect air carrier and therefore subject to regulation under the Civil Aeronautics Act. However, the regulatory provisions of the Act appear to have been specifically drawn with the purpose in mind of regulating the direct carriers, and there are no regulatory provisions specifically relating to air freight forwarders. Congress has spoken with regard to surface forwarders and its declared policy is set forth in Part IV of the Interstate Commerce Act. The provisions of Part IV of the Interstate Commerce Act are not applicable to air freight forwarders, but they do provide standards which may be used in their regulation. With exceptions in only two major prospects, the Civil Aeronautics Act of 1938 contains provisions under which a system of regulation conforming to that applied to surface forwarders by Part IV of the Interstate Commerce Act can be made applicable to air freight forwarders. Many of the provisions of the Civil Aeronautics Act such as those requiring the posting and filing of tariffs, specifying the duties imposed upon carriers, and the extent to which and the manner in which tariffs may be suspended, and others, are almost identical in their phraseology with Part IV of the Interstate Commerce Act.

The two instances of major importance in which the Acts differ are: (1) in the requirements that must be met before a person can be authorized to operate as a forwarder, and (2) in the specification of the limitations on the acquisition of control of a direct carrier by a forwarder.

The provisions of the Civil Aeronautics Act applicable to the requirements preceding an authorization are those contained in Section 401, being the same provisions which are applicable to direct air carriers. They include a requirement that an applicant establish that it is fit, willing, and able to perform the proposed transportation, and that such transportation is required by the public convenience and necessity. Title IV of the Interstate Commerce Act, Section 410, directs the Interstate Commerce Commission to issue a permit to any qualified applicant if it finds that the applicant is "ready, able, and willing" to perform the proposed service, but there is no provision that it be made to appear that the proposed service is required by the public convenience and necessity. On the contrary, the Commission is expressly enjoined from denying a permit to an applicant solely on the ground that the proposed service will be in competition with that performed by any other freight forwarder. The only requirement in this respect is that the proposed service will be consistent with the public interest and the national transportation policy.

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The provisions of Section 410 of Title IV of the Interstate Commerce Act in these respects coincide with the requirements that appear to be appropriate for application to air freight forwarders. There is no sound reason why an applicant should be burdened with establishing that "the public convenience and necessity" require the proposed service when these requirements have already been satisfactorily established with respect to air freight forwarders in general, and since, as in the case of surface freight forwarders, it appears that there should be no limitations upon the amount of competition among air freight forwarders.

There is an additional reason for avoiding the use of Section 401 of the Civil Aeronautics Act as the basis for issuing an authorization to an air freight forwarder, in that subsection (f) of Section 401 states that each certificate shall specify the terminal points and intermediate points, if any, between which the carrier is authorized to engage in air transportation. The very nature of the service which a fowarder provides precludes a specification of the service by terminals and intermediate points. A fully adequate authorization would necessarily have to be coextensive with the entire air transportation pattern. Thus it appears that the only practical affirmative authorization to a forwarder should describe the extent of the authorization in terms of "the territory within which, and the territories from which and to which," as provided for surface forwarders in Part IV.

Accordingly, it is recommended that air freight forwarders be permitted to operate under exemption codes pursuant to Section 1(2) of the Act, which will permit operations of these indirect carriers under such regulations as may be set up pursuant to the applicable provisions of the Civil Aeronautics Act and under other supplementary regulations which are analogous to those provided by Part IV of the Interstate Commerce Act, for such length of time as those operations may continue to be in the public interest, or until such time as appropriate amendments are made to the Civil Aeronautics Act which will meet the deficiencies that now exist in not providing for an affirmative authorization of the indirect air carriers. While this is the principal deficiency in the Civil Aeronautics Act as relates to indirect air carriers, the Board, after having been given full opportunity to observe indirect air carriers in operation, may give consideration to the matter of recommending to Congress that it enact proper legislation to cover all phases of the authorization and regulation of the indirect air carrier.

Attached . . . is a draft of a proposed economic regulation which incorporates the foregoing recommendations. This draft corresponds closely to one which was considered by the Board and circulated to interested parties under date of October 15, 1947, identified as Economic Regulations Draft, Release No.

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22. The material respects in which the attached draft differs from the draft circulated on October 15, 1947, are:

• A definition of air freight forwarder has been included and the phrase "air freight forwarder" has been substituted for the phrase "non-certified indirect cargo carriers."

• The . . . draft specifies that no operations shall be conducted until a valid tariff has been posted and filed.

• The . . . draft requires forwarders to provide reasonable minimum amounts of insurance against certain specified contingencies.

• The . . . draft requires payment of transportation charges to carriers within seven days.

Of the applicants in this proceeding 39 propose to engage only in air freight forwarding activities, 14 have surface forwarding affiliations, four have railroad affiliations, and 11 have other surface connections. Of the four applicants having railroad affiliations, two are listed in the Interstate Commerce Commission reports as being among the four large surface forwarders. The other two of the four large surface forwarders do not have railroad affiliations and are applicants.

The adoption of a regulation in the form . . . will permit the operation in air transportation of all air freight forwarders regardless of surface or rail affiliation. **However, it will also require each air freight forwarder to disclose all stock holdings of five percent or more and will thus make readily available to the Board information indicating any extension of control by a surface carrier into the air carrier field.**

The carrier control of forwarders in surface transportation has not interfered with the development of the freight forwarding industry, and has not been effective to eliminate or restrain competition, and has not led to any monopolistic practices or tendencies. The particular advantage of permitting the air freight forwarders with surface carrier connections to operate in the air freight forwarding field is that these organizations are well established with facilities and personnel adequate to enable them to immediately engage in air freight forwarding activities.

The exclusive air freight forwarders who have been operating through agency or contract arrangements in the air transportation of property also have solicitors and other facilities which have been developed to such a degree that there will immediately be active and strenuous competition. Furthermore, it is not to be overlooked that the surface forwarders if not permitted to operate in air transportation will still continue in the surface forwarding business and will be competing with the air freight forwarders for the marginal traffic that may be subject to diverson from air to surface.

Accordingly there appears to be no justification at this time for making any distinction between forwarders because of surface carrier affiliations.

On the basis of the foregoing findings and conclusions and all the facts of record it is recommended:

• That the Board adopt a regulation permitting freight forwarders to engage in air transportation upon compliance with those provisions of the Civil Aeronautics Act set forth in the . . . proposed regulation.

• That the exemption order under which Railway Express Agency, Inc., now operates be continued in effect and expanded to permit REA to utilize the services of the non-certificated air cargo carriers also, and that Railway Express Agency, Inc., and the direct carriers undertake a revision of the contracts now in effect so as to provide for the payment by Railway Express Agency, Inc. to the air carriers a fixed amount per ton-mile of air express carried and so as to permit Railway Express Agency, Inc. to fix and determine the rates for air express which will be stated in the traiffs of REA.

• That the Board recommend to Congress a appropriate amendment to the Civil Aeronautics Act of 1938 so as to provide for the issuance to freight forwarders of permits authorizing them to engage in air transportation upon a showing that they are fit, willing and able to engage in such transportation but without the necessity of esablishing that the proposed service of any particular applicant is required by the public convenience and necessity provided that it appears that said service will not be contrary to the Declaration of Policy in the Civil Aeronautics Act.

• That further recommendations for additional legislation be withheld until the expiration of a reasonable period of experimentation . . .

• That the applications of the freight forwarders and Railway Express Agency, Inc. in this proceeding, except as set forth above, be denied.

U.S.-CANADA AIR CARGO POTENTIALS

(Continued from Page 16)

production consists of apples and pears, but an appreciable part consists of apricots, cherries, peaches, and other soft fruits, which are generally considered suitable air candidates for shipments over relatively long distances. High import tariffs in the United States and Alaska cause most of British Columbia's production of soft fruits to be marketed within the Dominion. That part of the Province's production of soft fruit that is normally marketed fresh in the metropolitan centers of eastern Canada probably could be advantageously shipped by air freight.

Although British Columbia stands third among the provinces of Canada in manufacturing, it produces only seven per cent of the total Canadian output of manufactured goods. As in the case of the Winnipeg Air Freight Area, this manufacturing is confined mostly to the processing of raw materials and the production of goods for local consumption. It is extremely doubtful, therefore, whether any substantial quantity of manufactured goods will be available for export by air from this area.

Table 6 - Total carlot unloads of selected fruits and vegetables at Vancouver, 1946[1]

Commodity	Principal source of supply	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
		No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Grapes	Calif.	1						3	31	29	26	21	10	121
Cauliflower	Calif., Ariz.	4	10	7	3	2					4	15	26	71
Tomatoes	Tex., Mexico, Calif.	5	15	12	22	24	7	20	12	10	11	4	13	155
Celery	Calif.	20	21	26	26	20	12		2			2	25	154
Lettuce	Calif., Ariz.	29	25	41	45	37			1		16	30	32	256
Spinach	Tex., Calif.	9	8	8	10	1							5	41
Mixed vegetables	Tex., Calif.	8	15	10	8	3	2				1	1	4	52
Pineapples	Cuba		1	2	2	1								6
Mixed fruits and vegetables	Calif.		1	3		2	1	3	3	1	1	1	1	17
Peas	Calif.			1	7	16	5	4						33
Asparagus	Calif., Wash.				12	10	1							23
Avocados	Calif., Fla.				1	1								2
Strawberries	Calif.					2								2
Mixed fruits	Calif.						1	3						4
Mixed deciduous fruits	Calif.										1			1
Apricots	Calif., Wash.						1	20	10					31
Cantaloups	Calif., Ariz.						23	27	34					84
Cherries	Wash., Calif.						1							1
Honeydews	Ariz., Calif.						1	1	2					4
Plums	Calif.						10	7						17
Casaba	Calif.							1	2					3
Peaches	Calif., Wash							31	24	21				76
Mixed melons	Calif., Ariz.							1	3	4				8
Beans	Calif.							1						1
Prunes	Wash., Ore., Calif.								8					8
Tangerines	Fla.											2	23	25
Broccoli	Calif., Ariz.											2	2	4
Brussels sprouts	Calif.											2	5	7
Total		76	96	110	136	119	65	122	133	65	60	81	146	1,209

[1] *Dominion Department of Agriculture, Canada, Marketing Service.*

There is a much greater air freight potential in the Vancouver Air Freight Area's imports of fresh fruits and vegetables from the United States and Latin America than there is in its exports to these countries, as elsewhere in Canada. This area is nearer to the winter-garden area of California and Arizona than are the other air freight areas of Canada, but not near enough to make successful air transportation of some vegetables now received from that area impracticable.

In 1946 more than 55 per cent of Vancouver's total imports of fruits and vegetables from the United States and Latin America originated in California. As British Columbia produces large quantities of deciduous fruits, a greater proportion of the Vancouver Area's total receipts of fruits and vegetables from the United States consists of fresh vegetables than is true of the receipts of the other air freight areas of Canada. The total monthly receipts of certain selected fruits and vegetables at Vancouver and the principal sources of supply of these commodities which have most of the desirable characteristics of air candidates are shown in Table 6.

Higher Purchasing Power

The Vancouver Area is more remote from the industrial northeast section of the United States and has a relatively higher per capita purchasing power than any of the other air freight areas of Canada. For these reasons, it is likely that a substantial demand for consumers' goods by air freight can be developed. The quantity of dresses, women's shoes, electrical appliances, machine parts, and so forth, hauled by air freight probably will be governed by the quantity of merchandise available for southbound loads.

The air freight potential available in the immediate Vancouver Area for export to the United States is likely to be quite small, because the total volume of exports from the area is relatively small and only a comparatively small

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part of the total exports consists of commodities having the desirable characteristics for air candidates. The fishing industry in the Vancouver Area probably will prove to be the greatest single source of export air freight. Salmon and halibut are the most important types of fish taken in the coastal waters of British Columbia. Although most of these fish are canned, a substantial volume is shipped by rail express and would be good air candidates at rates only slightly higher than rail express rates. In addition, crabs, oysters, and clams from these waters have proved to be good air candidates under commercial conditions.

Seattle is approximately 120 airline miles south of Vancouver and if the southbound trip made stops at Seattle, much additional freight would be available for shipment to southern and eastern points in the United States. In 1942, over 16 million pounds of shellfish and over 122 million pounds of fish were caught in the vicinity of Seattle. Available statistics indicate that in 1945, 308 carloads of fresh fish were shipped south and 455 carloads were shipped east via express out of Seattle. These shipments moved all seasons of the year with the greatest quantity moving during May through September. In addition, a considerable quantity of fruits, such as apricots, cherries, and peaches, is available for shipment during the months of June through September.

Some relatively small quantities of furs may be available at certain times of the year for shipment by air freight from the Vancouver Area to the metropolitan centers in eastern United States for processing and manufacturing into fur garments. A fur auction is held in Vancouver each Spring, but the number of furs sold through it is not large.

Greater Air Freight Need

There is a greater per capita need in Canada for air freight than there is in the United States. It usually requires days longer to deliver perishable foodstuffs from the United States winter-garden areas to the Canadian cities than it does to most of the cities in the United States. The Canadian industrial centers are also farther away from their Latin American markets than those in the United States. The geography of Canada is such that much of its population's needs for air freight may be best met by planes operating between one of four air freight areas in Canada and air freight areas in the United States.

The St. Lawrence Industrial Air Freight Area consumes and produces the greatest volume of air candidates. Highly perishable agricultural products are consumed in quantity in the area all months of the year. Most of them originate in Florida, Texas, and California. Many industrial goods are manufactured in this area for export to the United States, Latin American countries, and Asiatic countries. The area may be effectively served by two general routes. On the route between the St. Lawrence area and Florida by way of large industrial cities in the northeastern section of the United States, perishables from the Florida area and imports of perishables and other goods from Latin America would be flown to Canada. On the southbound load, Canadian exports for Latin America would be transported and, if these were insufficient to fill the planes, either industrial goods or milk could be hauled to New York City, Buffalo, Scranton, Philadelphia, or other northeastern cities, where the plane would be reloaded with merchandise from these cities destined for Florida or for export. Another route between the St. Lawrence area and the California area may prove to be feasible. Again, perishables would be flown

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from California to Canada and industrial goods from this area or from nearby cities in the United States, such as Detroit, Cleveland, or Chicago, destined for either California or export to Asia, would be hauled on the reverse trip.

Small Population

The population of the Maritime Air Freight Area is relatively small, but this area may import and export a relatively large amount of air freight. As no warm-climate vegetable or fruit crops can be grown successfully in this area, a substantial quantity of these perishables is imported during most of the year. This area has a large production of lobsters which could serve as excellent cargo for the south-bound loads. The most feasible operation appears to be one between Halifax and New York City, since the New York area would be the principal market for the lobsters. Perishables from Florida could be delivered to this area either by other air carriers or by surface carriers for trans-shipment by air to Halifax. The operation may be performed by freight planes or in conjunction with transatlantic operations.

Load factors between New York City and Europe are governed by the quantity of fuel it is necessary to load on the plane for the flight between Newfoundland and the European terminus. Planes usually fly between Newfoundland and New York City only partially loaded because of the heavy fuel requirement for the flight over the Atlantic. This space could be utilized in a freight operation between New York and the Maritime Area.

Air freight operations between the United States and the Winnipeg Air Freight Area appear to be less feasible than in any of the other Canadian air freight areas. Substantial quantities of agricultural perishables are imported into the Winnipeg Area from the United States and there seems little doubt that at reasonable rates substantial quantities of these perishables would move by air freight during the major part of the year. However, about the only commodities available for southbound loads are fresh fish and furs. As Chicago would serve as a major redistribution point for both of these commodities, it would appear that the logical operation would be one between Chicago and Winnipeg. Perishables originating from the production areas in the United States could be transshipped at Chicago.

Air freight operations between the Vancouver Area and the United States can best be performed by combining the southbound flights with service from Seattle to southern and eastern points in the United States. There is a considerable potential of agricultural perishables available for transportation from California to the Vancouver Area and of industrial goods to this area from California and eastern United States. Southbound loads of fishery products and small quantities of furs are available from the Vancouver Area and an additional volume of fishery products and fresh fruits are available out of Seattle.

AIR CARGO EDITORIAL

(Continued from Page 7)

We do not overlook the handicaps which affect air operations. Shippers who have encountered delays in the transit of their goods to destinations accept the limitations imposed on the movement of air freight by weather hazards and inadequate airport facilities. However, this does not mean they will continue to accept them indefinitely. Eventually, both obstacles must be overcome.

True, the airlines are making great strides in developing all-weather flying. We cannot say as much for airport development. This being the primary responsibility of the local municipality it is too frequently the unfortunate victim of political foibles and some communities which deserve a better fate have little more than "bird-shacks" to accommodate the growing air traffic. Traffic is thus diverted to surface carriers since the inadequacy of the airport facilities discourages additional carriers from serving that community.

These constitute the major deterrents to progress. There are many others of a minor character which are pecular to each organization. Optimistic prognosticators predict that the volume of air cargo will jump 1,000 percent by the mid-1950s and that revenue from freight will exceed that from passengers within the next four years. We are not in a position to dispute these predictions, but air freight can and must defeat its major problems.

The horizons are unlimited. We cannot afford to overlook them.

More Cargoplanes Flying

The leasing of 74 Curtiss C-46 Commandos to 17 airlines by the Air Materiel Command at Wright Field has had the effect of doubling America's present commercial air cargo fleet. **(See April, 1948 A.T.)** It is understood that applications from at least 27 more airlines are pending. Lease agreements have been concluded with the following carriers:

Pan American World Airways, 12.
Slick Airways, 10.
California Eastern Airways, 10.
Skyways International, 6.
Alaska Airlines, 6.
U. S. Airlines, 5.
Globe Freight Airlines, 3.
Air Transport Associates, 3.
Aviation Corporation, 3.
Miami, Airlines, 3.
Trans-Caribbean Air Cargo Lines, 2.
Continental Charters, 2.
Seattle Air Charter, 2.
Condor Line, 2.
Freight Air, 2.
National Airlines, 2.

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IT'S AN Air WORLD

REG. U. S. PAT. OFF.

By L. A. GOLDSMITH

The author digs into the economics of air shipping, using the cargo operations of six international airlines as guinea pigs. The Air Cargo Hit Parade, as the writer terms it, means more than just a little to the man who ships his goods overseas and the man who is on the receiving end.

THE potentialities of air cargo are varied and profitable from every conceivable angle.

Films, fountain pens, and fashion creations, mingle with gold, diamonds, and oil well machinery. Life-saving drugs and dental equipment . . . nylons by the million pairs in one plane leaving the United States . . . gloves by the plane-load coming into this country . . . prefabricated houses, photo printing equipment, and optical supplies, coming and going in all directions . . . caviar from the Caspian Sea, and civet from the Congo — all form part of the Air Cargo Hit Parade.

Air Cargo has definitely arrived as a full fledged business tool—not just a blueprint dream for the future; not just a gleam in a go-getter's eye, not fantastic fanfare for future potentialities, but an every-day routine, an established working procedure of day-to-day commercial air shipments winging their way all over the world.

All of which points up to the overall impressions gathered by this writer after talking to officials of a half-dozen international airlines.

C. A. Boillod, American Airlines' regional director of international sales, recently gave a talk before the Export Manager's Club of New York. He jolted the listener visibly when he casually remarked that revenue from air cargo had recently surpassed the returns received by his company for carrying mail. **(See January 1948 A.T.)**

The Boillod talk stimulated the writer to dig for additional data regarding present-day air cargo revenues of these six international airlines — Pan Am, TWA, American, BOAC, KLM, and Air France. We found plenty — so much, that we could fill a book with the up-to-the-minute information collected during two weeks of interviewing. Of necessity only the high spots will be covered.

It must be conceded at the outset that air cargo costs, per se, are higher than maritime freight—when comparing **rates** with **rates.** But when other balancing factors are considered, then comparative costs are no longer the major question, and the end results take precedence. Those end results are good — not only good, but very profitable.

Here is an example which bears out this question of profitable results. This covers a shipment made by BOAC from New York to Pakistan during March and to which the British airline refers as Operation Ball Point.

It was a consignment of fountain pens — more than half-a-ton — which left New York at midnight one Thursday evening early in March. Ultimate destination was Karachi. The cargo arrived in London the next day at 4 p.m. and transshipped on a York leaving London early Saturday morning. This plane arrived at Karachi on Sunday at 9 p.m., completing the 8,530-mile run in less than three days, including the transshipment at London. By ocean freight, it would have taken anywhere from four to five weeks.

That cargo of fountain pens is as good an example as any to show the profitable economic angle when shipping such merchandise by air. Because of the speed, the amount of capital tied up in such merchandise could be turned over with repeat shipments, probably five times during the five weeks it would normally take for one shipment by sea.

If the same type and quantity of merchandise were shipped by ocean freight, it would limit the possibility of turnover to not more than five times during an entire year. Therefore, when one stops to analyze such a transaction as Operation Ballpoint, he can readily see that the fountain pen distributor in Pakistan could have possibly 10 times the former annual turnover, and consequently 10 times the profits in one year, on the same amount of capital investment. This would mean not only a phenomenal velocity of business turnover for the Pakistan dealer, but a tremendous increase in the orders placed with the manufacturer in the United States.

For instance, if the regular net profit on each stock turnover were 10 percent (which is not excessive in such a world trading transaction) and the repeat orders resulted in 50 turnovers yearly, that would mean 500 percent profit on the initial capital investment. Naturally, such a rate of turnover does not only depend on the speed of air cargo delivery. This would require a complete stepping up of sales promotion and merchandising to increase consumer acceptance, which in turn would be predicated on purchasing power and many other factors of local, national, or international situations. The possibilities, however, which can be visualized as a result of the impetus given to world business by air cargo is something worth thinking about!

Then there is Forever Amber via air cargo. Amber returned to her native habitat — London — as one of the nine feature films rushed from Hollywood, just one day after Eric Johnston head of the Motion Picture Producers' Association signed the Anglo-American agreement with Harold Wilson president of the British Board of Trade. This pact abolished the 75 percent British tax on American films.

Twenty percent of Hollywood's total production of moving pictures is normally shipped to Great Britain so that the cessation of the United States-British deadlock means a great deal to Hollywood's financial welfare, to say nothing of its effect on the international balance of payments of the United States.

The cargo of motion pictures—5,000 pounds — and advertising matter was flown in bond on Pan Am Clippers immediately after the agreement had been signed. Captain from Castile went along with Forever Amber, together with Gentlemen's Agreement and other current hits. The pictures will be held in bond until the British Government issues a formal order repealing the tax. In the meantime, the trailers will be shown in theatres immediately, and the other advertising material will be used without delay to tell the people of England that Hollywood movies are back.

While the amount of cargo space for this special air shipment is, of course, negligible, it is direct evidence of the value of air cargo—to strike while the iron is hot, in the full flush of the new agreement.

Warren Lee Pierson, chairman of the board of TWA, is more than optimistic on the airline's international traffic potential for 1948. He points out that TWA has been a pioneer in the field of long-range air cargo carriage, and he comments significantly on the fact that "the part of air cargo development in the long-range defense program is termed 'a military pool for emergency use'" in the recent Finletter Report. **(See February, 1948 A.T.)**

TWA emphasizes some of the high spots in its international all-cargo service: Flew 4,367,783 ton-miles overseas in 1947 . . . New weekly round-trip all-cargo service between New York and Geneva. . . . First airline to offer shippers the advantage of being able to reserve cargo space in advance. This advance booking of cargo assures the shipper that the shipment will not be off-loaded short of destination, or transferred from one plane to another.

American Airlines is all set for air cargo, and with tremendous faith in its future. At present AA's domestic cargo is more profitable than its international, but the line is out to make records in the international field, too. Cargo men find that nylon hosiery is of prime interest in the international field. It was American which carried a planeload of a million pairs of nylons to Stockholm.

This is a significant type of shipment because nylons are particularly profitable for foreign distributors, due to the long period of scarcity and shortages in this product. There is practically no sales resistance on the part of the consumers. Pan Am ships planeloads of nylons, too Brussels seems to be the market place for th hose on its routes.

Among other interesting shipments—this one transported by American Overseas Airlines — was a sample cargo of German beer and stout. This was a forerunner of the German beer trade's efforts to stage a comeback in the American market. There was a na-

tural controversy over German beer coming back into the market, with plenty of opposition from American brewers. But there are more angles to world trade than competition. In this particular case, it was a question of German exported beer helping to get the former enemy off the back of the American taxpayer. If we refuse to allow Germany to produce for export and to sell us some of these goods, we may as well resign ourselves to bearing the burden of support for a long time to come. This also would tend to defeat the purpose of the European Recovery Program, which is costing us plenty.

Air France is concentrating on passcnger service at the present time, but also reports a good proportion of air imports and exports by the United States. Shipments from France include gloves, lace, women's hats, original style creations, processed furs, and perfume extracts. Winging their way out of the United States via Air France are shipments consisting of machinery and ball bearing parts, raw furs for processing, rubber products (especially rubber gloves) bulk drugs, penicillin, blood plasma and serums. Then there are the popular fountain pens and pencils. All these do not go to France alone, but to various parts of the world. **(See March, 1948 A.T.)**

As reported in the March issue of AIR TRANSPORTATION, KLM's Caribbean air freight showed the greatest increase in 1947. Perishable foods and food products brought the largest increase in this area. Many of the oil refineries in the dry area of the Caribbean are dependent on air cargo services for fresh food supplies. There are daily shipments of fresh and frozen fruits and vegetables.

BOAC thinks the future of air cargo is very good indeed! Its transatlantic air freight from April to December, 1947, was only 351,571 pounds, with 576,624 pounds of air mail during the same period. But in Europe air cargo was much heavier during the year, according to British European Airways. BEA carried 5,700,000 pounds of air cargo during 1947 and 2,809,000 pounds of mail.

Increasing the air cargo business is now a major factor in the policy of Pan American World Airways. Today it represents better than 10 percent of its revenue. The goal now being aimed at is parity between passenger and cargo revenues. How soon will that be? Ten years, they say. Some say eight. **(Editor's Note: We predict less time.)**

Pan American expects to carry more than 60 million pounds of cargo during 1948. This would be about double the cargo performance of 1947 when it transported 31 million pounds. Twenty years before, in 1927, the first year of the then infant airline, PAA managed to ship just 1,000 pounds of freight. During two decades, 161 million pounds of cargo have been flown to all parts of the world. The 1947 total represents 19 percent of the grand total.

At present Latin America accounts for about 75 percent of PAA's cargo shipments. During 1948 a material increase is expected in European and Pacific-Alaska cargoes.

Pan Am means to go after the cargo business in three ways:

- Increased cargo flight frequencies.
- Continual lowering of rates.
- Increased use of planes specially adapted for cargo transportation.

PAA also has other angles from a sales promotion standpoint by which it means to hammer home the importance of air cargo to the shipper. The company is intensifying its efforts to educate the shipper on the practical values of air cargo. It is increasing its sales effort and promotional procedures to make this factor "come alive" for the shipper, not only for those firms who have distribution already well established abroad. but also to show potential exporters who can use air cargo to develop foreign business.

The shipper is learning, Pan Am declares. Public opinion also is beginning to realize that shipment by air is not limited to just a few types of products.

Some countries seem to show special preferences for certain types of airborne goods, Pan Am reports. Turkey is partial to phonograph records, especially of the Bing Crosby and Perry Como variety. Johannesburg appears to be an excellent market for dental supplies. Bogota goes for gas ranges in a big way. Formerly these ranges had to be dismantled and packed into small equal-sized boxes in order to be strapped to the backs of mules who wended their way over the high peaks and precipitous routes of the Andes after these cargoes had come first by ocean freight to a costal Columbian seaport and then transshipped on river steamers up the Magdalena River for a two-week trip. That journey, from consigner to consignee, would take anywhere from four to six weeks. Now it can be made by air in anything from 24 to 36 hours. Added to the speed of delivery is the packaging which is simplified and does away with dismantling.

SUGGESTED BOOKS

A VERY good book, indeed, is William L. Grossman's *Air Passenger Traffic* (Remsen Press Division, Chemical Publishing Company, 26 Court Street, Brooklyn, New York; 205 pages; $4.00). Professor Grossman, who knows what it's all about, does a successful job of providing the reader with "a brief statement of the basic principles and practices of air passenger traffic." . . . *Airline Traffic and Operations*, by Morris B. Baker (McGraw-Hill Book Company, 330 West 42 Street, New York; 430 pages; $4.50), does well by its title. Here is text written in non-technical vein, covering traffic and operations in a thoroughly satisfactory manner. Baker is a TWA engineer . . . *Flight Engineering and Cruise Control*, by Harris G. Moe (John Wiley and Sons, Inc., 440 Fourth Avenue, New York; 209 pages; $4.00) hits the spot with its timely presentation. Plenty of diagrams and illustrations.

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Some of the most exciting and fabulous years in American aviation are captured by Douglas J. Ingells in his book, *They Tamed the Sky* (D. Appleton-Century Company, 35 West 32 Street, New York; 268 pages; $3.50). Two dozen photographs help tell the story, and Jimmy Doolittle writes the introduction. . . . *Goodyear Aircraft*, by Hugh Allen (Corday and Gross, Cleveland, Ohio 1;62 pages; $2.00) is the story of the rubber company subsidiary which, in barely two years, became a big-time manufacturer and helped in a major way to turn the tide of the last war. Plenty of good photos . . . Alexander Klemin, the well-known helicopter expert, has written a juvenile, *The Helicopter Adventure* (Coward-McCann, Inc., 2 West 45 Street, New York; 216 pages; $2.75) which should have stimulating sales. The author mixes a typical boys' story with plenty of fact. . . . *Aviation Accident Law*, by Charles S. Rhyne (Columbia Law Book Company, 730 Jackson Place, N. W., Washington, D. C.) is a collection and analysis of all reported court decisions involving aircraft accidents, together with a reference to legislation and international conventions which have application in this field.

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Before flying afield, it might be well to look at home and see what the bookstalls have to offer in See America First. . . . *Invitation to Boston* (M. Barrows and Company, 114 East 32 Street, New York; 258 pages; $3.50) is the type of travel book to put one wholly at ease with its own brand of humor. Written by A. C. Lyons, it covers Boston, from beans to cod. You'll read it and like it. Photos are by Samuel Chamberlain. . . . Lancaster County, Pennsylvania, is an odd dot on the United States map, and in their *Meet the Amish* (Rutgers University Press, New Brunswick, New Jersey; 118 pages; $5.00), Authors Charles S. Rice and John B. Shenk have given a pictorial study of distinction. A revealing book of the agrarian Amish people. . . . *Missouri, Heart of the Nation* (American Artists Group, Inc., 106 Seventh Avenue, New York) is a pictorial record of President Truman's home state by 14 famous American artists. more than 100 illustrations in color and black-and-white. Result: excellent!

In the Invitation to Travel Series of Coward-McCann, Inc., 2 West 45 Street, New York, are three more volumes, just received: *"Land of the Andes* (273 pages) by T. R. Ybarra; *The River Plate Republics* (276 pages), by Betty de Sherbinin; and *The Rainbow Republics* (305 pages), by Ralph Hancock. Ybarra's book covers Peru and Bolivia; de Sherbinin's Argentina, Uruguay, and Paraguay; and Hancock's, Central America. Each sells for $4.00 and carries on its inside back cover a folded wall map. This is an excellent series, and for the southward-bound air traveler we can think of few books on the subject as good.

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But here are more books on Latin America. . . . Nancy Bell Bates—"a naturalist's wife," daughter of David Fairchild, world prospector for plants, and granddaughter of Alexander Graham Bell, inventor of the telephone—has written about Colombia in her very readable book, *East of the Andes and West of Nowhere* (Charles Scribner's Sons, 597 Fifth Avenue, New York; 237 pages; $3.50). Life in a strange country—told charmingly. . . . Now that the Caribbean has become our backyard, a natural interest falls on the four empires—American, British, Dutch, and French. In his *Democracy and Empire in the Caribbean* (Macmillan Company, 60 Fifth Avenue, New York; 739 pages; $5.00), Paul Blanshard points up the many defects in the economic and social structure of these lands, and their eventual effect. He outlines a program by which the great powers can give them a "self-respecting place in the world economy." . . . Our own Caribbean backyard is forcibly portrayed in the book, *Puerto Rico, Caribbean Crossroads* (U. S. Camera Publishing Corp., 420 Lexington Avenue, New York; 144 pages; $3.50). Text is by Lewis C. Richardson, and photos by Charles E. Rotkin. There's great stuff between these pages. . . . And finally two recommended books on Mexico with similar titles: *These Are the Mexicans* (Reynal and Hitchcock, 8 West 40 Street, New York; 384 pages; $5.00), by Herbert Cerwin; and *This Is Mexico* (Dodd, Mead and Company, 432 Fourth Avenue, New York; 216 pages, $4.00), by Andrew and Evalyn McNally. Although both books are on the same subject, the difference is in the telling. The McNallys' book is chockfull of photos. You'll enjoy and profit by both.

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Canadian Spring (Harper and Brothers, 49 East 33 Street, New York; 216 pages; $3.50), penned by Florence Page Jaques, is the tale of "several months of light-hearted wandering by the author and her artist husband (Francis Lee Jaques, who did the book's illustrations) in Canada's three prairie provinces and the Canadian Rockies." A charming volume . . . With Iran in the news, you'll want to read *Introduction to Iran* (Oxford University Press, 114 Fifth Avenue, New York; 257 pages; $3.50), by Elgin Groseclose. Plenty of background information .

AIR TRANSPORTATION *Congratulates*

★ EXECUTIVE ★

J. CARLETON WARD, JR., elected to the chairmanship of the board of directors of the Fairchild Engine and Airplane Corporation. He is succeeded as president by **LAWRENCE B. RICHARDSON**, until recently vice president of Curtiss-Wright. As a rear admiral in the United States Navy, he served as deputy chief of the Bureau of Aeronautics. His article, America's Cargoplane Needs, was published in the February, 1948 issue of AIR TRANSPORTATION. **O. PARKER McCOMAS**, executive vice president and a director of Philip Morris and Company, Ltd., Inc., has been elected to Fairchild's board.

CHARLES HART MILLER, former general manager of the Republic Aviation Coporation, elected vice president-sales of the Glenn L. Martin Company. He will be in charge of all military and commercial sales activities.

MALCOM S. MACKAY and **DR. CHARLES W. MAYO**, elected members of the Northwest Airlines board of directors. A wartime Marine Corps lieutenant colonel who flew transport planes, Mackay is special partner in the banking firm of Lidlaw and Company. Dr. Mayo is staff surgeon and member of the board of governors of the famous Mayo Clinic. He served as a colonel in the Medical Corps of the United States Army.

CLARENCE W. AVERY and **JOHN M. FLOYD**, newest members of Bendix Aviation Corporation's board. Both are well-known businessmen.

BYRON H. KING, JR., elected a member of the board of Florida Airways. He is the sixth member of the airline's board.

HENRY P. DOLAN, elected treasurer of the Wright Aeronautical Corporation. He has been with Wright Aeronautical since 1944.

I. J. HARVEY, JR., elected a director of the Sperry Corporation. A World War I flyer, Harvey is president of the Flintkote Company.

AIR COMMODORE H. G. BRACKLEY, appointed chief executive and member of the board of British South American Airways.

ADMIRAL JOHN H. TOWERS, U.S.N. (Ret.), elected assistant vice president of Pan American World Airways. In 1946, he was appointed commander-in-chief of the United States Pacific Fleet and Pacific Ocean Areas.

DOUGLASS R. WOOD, named by Braniff International Airways as executive representative in Havana. He formerly held the position of interline and foreign sales manager.

★ ADVERTISING ★ PUBLIC RELATIONS

GEORGE HERRICK, well-known figure in aviation journalism, appointed director of public relations in the United States for Sabena. Most recently technical editor for Air Transport, he was at one time a member of the editorial staff of Iron Age and American correspondent for Aeroplane, British periodical.

JOHN J. SHAD and **MORRIS B. BAKER**, named to the respective posts of director and assistant to the director of public relations for Chicago and Southern Air Lines. Shad, who has been with C&S for 10 years, was formerly manager of the line's Southern Region. Baker, with the line since 1946, is the author of Airline Traffic and Operations.

DAVID C. FRAILEY, former Associated Press writer, now serving as assistant public relations director of American Airlines' Eastern Region.

ROBERT S. TERRELL, named manager of Southwest Airways' publicity and advertising department. He is a former Chicago newspaperman.

SCOTT HERSHEY, now serving on the staff of the Air Transport Association's public relations department. He was formerly with American Aviation Associates, Mc-Graw Hill aviation publications, and Associated Press.

★ SALES ★ TRAFFIC

W. GORDON WOOD, appointed general traffic manager of Trans-Canada Air Lines. A member of TCA's traffic department since 1939, his first connection with airline traffic work was in 1935 when he joined Pacific Alaska Airways.

COLONEL MARTIN F. SCANLON, named director of exports for Republic Aviation Corporation. He was for 12 years in the diplomatic service, and during the recent war served in a number of important military posts.

GEORGES DE SONCHEN, appointed director of European sales for Consolidated Vultee Aircraft Corporation. In the past he has been connected with Douglas Aircraft, TWA, and Aero-Transportes, S. A.

L. B. KINPORTS, appointed by Northwest Airlines to the newly created position of director of agency and interline sales. Kinports is a well-known figure in the travel agency field.

RICHARD A. CATONI, AXEL MIKKELSEN, TOLBERT A. RICE and **PRESCOTT S. BUSH**, named by Pan American World Airways to the following posts: Catoni, district sales manager, Minneapolis; Mikkelsen, similar position at St. Louis; Rice, assistant district sales manager, New York; Bush, reservations manager, New York.

SHAUN MAHONEY and **FRANK STIRLING**, appointed by KLM to the respective posts of agency manager and regional manager (Newfoundland) for the North American Division. Mahoney's offices are in New York.

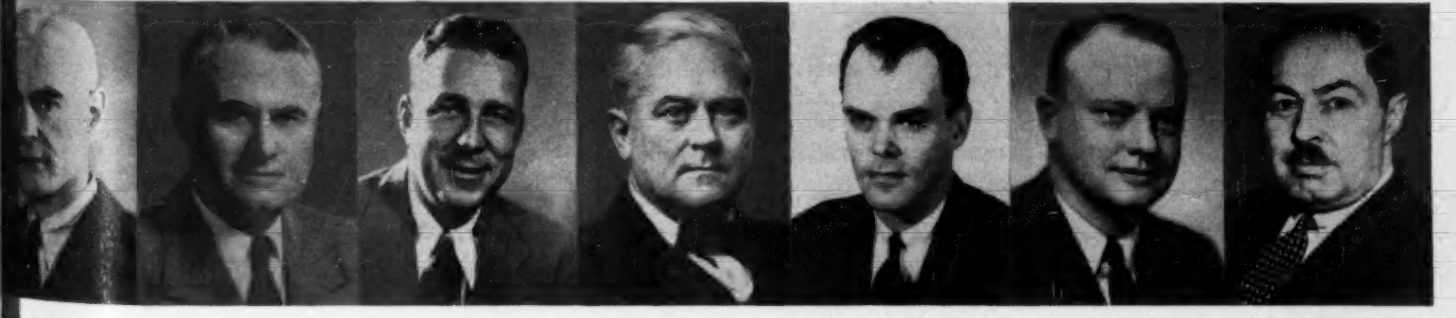
CLARKE FERGUSON and **E. O. MORGAN**, elevated by American Airlines to the respective posts of director of sales, Central Region; and assistant district sales manager, Los Angeles. Ferguson joined AA in 1935 and Morgan a year later.

ROLAND E. GUSTAVEL and **WILLIAM H. O'DONNELL**, promoted by United Air Lines to district traffic-sales managerships at Boise and Spokane, respectively.

JAMES C. FOX, appointed district traffic manager, Jacksonville, for National Airlines. He was been with NAL since 1946.

JAMES T. KILBRETH, ANDREW DIDDEL, and **CHARLES H. SHUFF**, named by Eastern Air Lines to traffic-sales managerships in the respective cities of Louisville, Detroit, and New York-Newark. **WILLIAM W. RUSSELL** has been appointed traffic-sales representative in Wilmington, Delaware.

LEWIS L. SHEETS and **ROBERT J. WRIGHT**, now serving Northwest Airlines as district traffic manager at Cleveland, and assistant traffic manager at Detroit, respectively.



eton Ward | Lawrence B. Richardson | Charles H. Miller | George Herrick | John J. Shad | W. Gordon Wood | L. B. Kinports

WILLIAM M. EDWARDS, named district traffic manager of West Coast Airlines in the Seattle area. He has been with WCA since 1946.

★ CARGO ★

CLAIR B. MONG, former cargo manager for TACA, named manager of the American Express Company's new international air cargo shipping office at the Miami International Airport.

★ OPERATIONS ★

HENDRIK K. DE GRAAF, appointed regional operations manager of KLM's North American Division. A native of Holland, he has served with both KLM and KNILM.

JOHN H. KINKADE, named by Philippine Air Lines as chief operations liaison officer at Oakland Airport. He has been Manila International Air Terminal manager for the past three years.

★ MISCELLANEOUS ★

VICTOR J. DALLIN and **JAMES C. BUCKLEY** elected president and vice president, respectively, of the newly organized Airport Operators' Council. Dallin is chief of the Philadelphia Bureau of Aeronautics, and Buckley is director of airport development of the Port of New York Authority.

ROBERT M. LOVE, president of All American Aviation, awarded the Degree of Honorary Commander of the Most Excellent Order of the British Empire.

New Chicago Airport

Construction is to begin soon on a new four-runway airport, part of an increased chain of airports planned throughout Illinois, which is to be built to serve the Chicago area. Latest weather facilities in the control tower, night lighting and 24-hour service will be features of the new airport. Although the management plans to operate the airport as a free field for all types of aircraft, it is expected that air-freighters and private aircraft sales organizations will make up the largest volume of business.

AIR FREIGHT FORWARDERS

AS American Airlines sees it, the Civil Aeronautics Board's order prescribing minimum air freight rates is a prelude to the entrance of the freight forwarder in domestic air transportation. **(See March, 1948 A.T.)** According to the airline, which has filed exceptions to the order ,the proposed rates would not better the financial position of the carriers. It would do just the opposite thing, AA said.

The airline stated that "not a single carrier whose rates are under investigation is this proceeding has in effect a rate discount which combines the weight and distance factors in the manner prescribed in the Board's order." It pointed out that while some air carriers offer a discount for longer hauls, others apply it with increased volume. AA went on to stress the wide differences among both certificated and non-certificated carriers as to the justification and desirability of rates that provide discounts for distances or for volume.

American fears that "the rate discount provided by this minimum rate order may well enable the forwarder to assume control of the air freight business." AA, as well as other certificated carriers, are opposed to the air freight forwarder.

"In whatever capacity he is operating," the airline said, "he can offer the primary shipper of quantities of less than 1,000 ton-miles a rate lower than the 16 cents-13 cents combination minimum prescribed for shipments in excess of 1,000 miles.

It further argued that even if the CAB were ultimately to decide to permit air freight forwarding operations, "there is no basis in this record to guarantee the forwarder a 20 percent spread by a minimum rate order preventing the direct carrier from competing with him."

American believes that if the CAB must set a floor, a single minimum rate should be established, with total freedom extended to the carriers above the prescribed minimum so that they can experiment with weight, distance, and commodity variations. This would accomplish the purposes of regulation and would constitute the least restriction upon "the fullest development of the air freight industry."

News of the foreign freight forwarding industry:

Bluefries-New York, Inc.: Appointment of Everett G. Hellstern as vice president has been announced.

Heidl's Inc.: Organization of this firm, with headquarters at 67 Broad Street, New York, has been announced by Francis X. Heidl, well-known figure in the foreign freight forwarding and customs brokerage industry.

Trans-Global Shipping Company: An interesting chart showing "amazing comparisons on air freight charges between New York and Havana" has been prepared by the company. Chart shows differences in charges for shipments traveling (1) from New York to Miami by rail, and on to Havana by air; (2) by air from New York to Miami to Havana; and (3) through air shipment from New York to Havana. Address of Trans-Global is: 186 William Street, New York.

Viking Air Service: This Montreal outfit has opened an office at 56-15 Northern Boulevard, Woodside, Long Island, New York. Viking will operate in export sales, freight forwarding, and as aircraft consultants.

Cosmos Shipping Company, Inc.: David Bycoffe, president, who has returned after spending four months in South America conferring with various Government officials, bankers, and leading importers and exporters, is sure that South America offers great prospects for the future in spite of the present severe dollar shortage. Cosmos plans to establish branch offices in Buenos Aires, Montevideo, Rio de Janeiro, and Sao Paulo.

Flying Cargo, Inc.: J. G. Henwood, president, is currently on a flying tour of the Far East for the purpose of making an on-the-spot study of air cargo potentialities between the Orient and the United States. His trip, which will bring him to such key ports as Honolulu, Manila, Hong Kong, and Shanghai, also may result in Henwood's appointment of Flying Cargo agents in the areas visited. New York headquarters are at 140 Cedar Street.

To Our Readers

This issue is late on account of the continuing printers' dispute in Philadelphia where this magazine is normally published.

Although AIR TRANSPORTATION is not a party to the dispute, it has been seriously inconvenienced through a necessary revision of editorial schedule which will be restored shortly after the strike is concluded.

We apologize to our thousands of subscribers for the tardiness of this issue, and thank them for the patience they have displayed during the current emergency.

TABLE OF AIRLINE DISTANCES BETWEEN PRINCIPAL CITIES OF THE UNITED STATES

(Distances in Statute Miles)

FROM TO	Atlanta	Baltimore	Boston	Brownsville	Buffalo	Chicago	Cincinnati	Cleveland	Denver	Detroit	El Paso	Jacksonville	Kansas City, Mo.	Los Angeles	Memphis	Miami	Minneapolis	New Orleans	New York	Oklahoma City	Philadelphia	Pittsburgh	Portland, Ore.	Richmond	St. Louis	Salt Lake City	San Francisco	Seattle	Washington, D.C.
Atlanta	....	575	933	960	695	583	368	550	1208	595	1293	286	675	1935	335	610	905	427	747	753	663	520	2172	470	467	1580	2133	2180	542
Baltimore	575	....	358	1513	273	603	423	305	1505	398	1750	682	962	2313	792	958	948	1001	170	1173	90	194	2367	135	731	1858	2451	2341	33
Boston	933	358	....	1881	398	849	737	550	1766	613	2067	1015	1250	2590	1133	1258	1125	1359	188	1490	268	478	2553	471	1036	2099	2696	2508	392
Brownsville	960	1513	1881	....	1575	1234	1182	1402	1085	1398	682	1025	935	1370	775	1100	1348	536	1695	659	1614	1424	1952	1403	975	1317	1675	2015	1493
Buffalo	695	273	398	1575	....	454	392	175	1368	218	1690	880	862	2195	802	1184	733	1087	291	1117	278	178	2167	375	662	1701	2298	2130	290
Chicago	583	603	849	1234	454	....	249	307	918	236	1249	861	413	1741	481	1190	356	831	711	689	664	411	1765	618	1259	1260	1855	1743	594
Cincinnati	368	423	737	1182	392	249	....	218	1090	234	1333	628	541	1892	410	957	603	708	568	755	501	258	1987	385	308	1450	2037	1974	403
Cleveland	550	305	550	1402	175	307	218	....	1223	94	1521	768	700	2044	627	1088	632	922	404	946	343	115	2063	353	490	1567	2163	2035	303
Denver	1208	1505	1766	1085	1368	918	1090	1223	....	1153	554	1468	555	828	878	1732	699	1079	1628	503	1575	1320	985	1485	793	372	946	1020	1490
Detroit	595	398	613	1398	218	236	234	94	1153	....	1475	832	643	1976	621	1156	542	938	483	905	444	208	1975	445	452	1490	2087	1945	397
El Paso	1293	1750	2067	682	1690	1249	1333	1521	554	1475	....	1481	836	702	978	1662	1156	986	1902	578	1834	1592	1286	1695	1033	689	993	1373	1726
Jacksonville	286	682	1015	1025	880	861	628	768	1468	832	1481	....	952	2153	591	328	1192	511	838	988	758	703	2442	550	755	1840	2375	2450	647
Kansas City, Mo.	675	962	1250	935	862	413	541	700	555	643	836	952	....	1352	555	1247	413	678	1097	293	1037	784	1397	935	238	922	1500	1505	943
Los Angeles	1935	2313	2590	1370	2195	1741	1892	2044	828	1976	702	2153	1352	....	1602	2355	1522	1675	2446	1182	2388	2135	825	2283	1585	577	345	956	2295
Memphis	335	792	1133	775	802	481	410	627	878	621	978	591	370	1602	....	878	700	358	953	422	878	660	1852	715	242	1250	1800	1867	763
Miami	610	958	1258	1100	1184	1190	957	1088	1732	1156	1662	328	1247	2355	878	....	1516	681	1095	1233	1023	1014	2716	831	1067	2089	2603	2740	927
Minneapolis	905	948	1125	....	733	356	603	632	699	542	1156	1192	413	1522	700	1516	....	1050	1019	692	985	745	1435	1185	464	988	1585	1403	936
New Orleans	427	1001	1359	536	1087	831	708	922	1079	938	986	511	678	1675	358	681	1050	....	1173	575	1090	923	2063	899	599	1433	1923	2098	968
New York	747	170	188	1695	291	711	568	404	1628	483	1902	838	1097	2446	953	1095	1019	1173	....	1324	83	313	2455	287	873	1972	2568	2419	204
Oklahoma	753	1173	1490	659	1117	689	755	946	503	905	578	988	293	1182	422	1233	692	575	1324	....	1256	1013	1488	1122	456	862	1386	1523	1150
Philadelphia	663	90	268	1614	278	664	501	343	1575	444	1834	758	1037	2388	878	1023	985	1090	83	1256	....	254	2419	205	808	1923	2518	2388	122
Pittsburgh	520	194	478	1424	178	411	258	115	1320	208	1592	703	784	2135	660	1014	745	923	313	1013	254	....	2174	242	561	1670	2264	2145	188
Portland, Ore.	2172	2367	2553	1952	2167	1765	1987	2063	985	1975	1286	2442	1397	825	1852	2716	1435	2063	2455	1488	2419	2174	....	2392	1723	636	536	143	2360
Richmond	470	135	471	1403	375	618	385	353	1485	445	1695	550	935	2283	715	831	1185	899	287	1122	205	242	2393	....	699	1850	2436	2362	96
St. Louis	467	731	1036	975	662	259	308	490	793	452	1033	755	238	1585	242	1067	464	599	873	456	808	561	1723	699	....	1158	1738	1722	710
Salt Lake City	1580	1858	2099	1317	1701	1260	1450	1567	372	1490	639	1840	922	577	1250	2098	988	1433	1972	862	1923	1670	636	1850	1158	....	592	697	1845
San Francisco	2133	2451	2696	1675	2298	1855	2037	2163	946	2087	993	2375	1500	345	1800	2603	1585	1923	2568	1386	2518	2264	536	2436	1738	592	....	680	2437
Seattle	2180	2341	2508	2015	2130	1743	1974	2035	1020	1945	1373	2450	1505	956	1867	2740	1403	2098	2419	1523	2388	2145	143	2362	1722	697	680	....	2335
Washington, D.C.	542	33	392	1493	290	594	403	303	1490	397	1726	647	943	2295	763	927	936	968	204	1150	122	188	2360	96	710	1845	2437	2335	....

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